The Bombay Gazette.

No. 7,635.—New Series. BOMBAY :—FRIDAY, SEPTEMBER 2, 1870. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town ..... Rs. 52	0
——— including postage..... ,, 72	0
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TERMS FOR ADVERTISEMENTS.

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LONG ADVERTISEMENTS.

First insertion 8	As. per line.
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam ship HIMALAYA, 1,341 tons, 250 H.P., Commander J. H. Atkinson, will be despatched on the 13th September 1870, at noon.

	Sept.		Sept.
Leave Bombay	13	Leave Galle	20
,, Nagapatam	14	,, Negrais	23
,, Mangalore	15	,, Madras	26
,, Cannanore	16	,, Coconada	28
,, Calicut	17	,, Visagapatam	29
,, Beypore	16	,, Bimlipatam	29
,, Cochin	17	,, Gopalpore	30
,, Tuticorin	18		Oct.
,, Colombo	19	Arrive Calcutta	2

This route is the most expeditious and economical for passengers for the Neilgherry district, Bangalore and Madras who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route picking up the Steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Busorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Lingu, Bushire, Fao, Mahomerah, and Bussorah.

The Steam-ship COMORIN, 453 Tons, 80 H. P., Commander D. G. Osborne, will be despatched on the 3rd september 1870, at 4 P.M.

Up.	Sept.	Down.	Sept.
Leave Bombay	3	Leave Bussorah	23
,, Kurrachee	7	,, Fao	25
,, Guadur	8	,, Bushire	25
,, Muscat	11	,, Lingu	27
,, Bunder Abbas	13	,, Bunder Abbas	29
	Oct.		Oct.
,, Lingu	14	,, Muscat	1
,, Bushire	17	,, Guadur	3
,, Fao	18	,, Kurrachee	5
Arrive Bussorah	19	Arrive Bombay	8

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

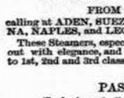
THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Saturday at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(via Suez Canal).



THE Steam Navigation Company of Messrs. R. RUBATTINO and Co. of GENOA, will despatch, on the 15th of each month, one of their four New Steamers, viz. :—

INDIA	Capt. Dodero	2,000 Tons
ASIA	Capt.	2,000 Tons
PERSIA	Capt. Crocco	2,000 Tons
ARABIA	Capt. Buzzolino	2,000 Tons

FROM BOMBAY TO GENOA

calling at ADEN, SUEZ, PORT SAID, ALEXANDRIA, MESSINA, NAPLES, and LEGHORN.

These Steamers, especially built for Passenger Traffic and fitted out with elegance, and comfort, offer superior accommodation to 1st, 2nd and 3rd class Passengers.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	
,, Suez	36	22	8	Without Food.
,, Port Said	38	24	9	
,, Alexandria	39	25	9-10	
,, Messina	45	32	12	
,, Naples	47	33	13	
,, Leghorn	50	34	14	
,, Genoa	50	34	14	
,, Marseilles with transhipment at Genoa	52	35	14-10	

Including Wines.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Passengers are allowed to break their voyage at any of the Aforenamed Mediterranean Ports, and to resume it by any of the Company's Steamers to the port of destination marked on their Tickets.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the Passage Money.

In accordance with the above, the s. s. ASIA will be despatched to Genoa on the 15th October next.

For prospectus, rates of freight and further particulars apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 17th August 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, ALEXANDRIA (in case of need), and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET FERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL.

Freight.—The Company undertake to grant through Bills of Lading for the above, and most other Continental Ports and also to Liverpool. They have further made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Freight on Goods shipped to Europe to be payable at destination.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped to the Continent by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.	Deck.	
To Aden	£ 25	£ 15	£ 5	Without food.
,, Suez	£ 40	£ 22-10	£ 8	
,, Port Said	£ 42	£ 24	£ 9	
,, Marseilles	£ 56	£ 36	£ 14	

Children over three and under ten years of age, half fare.

The Company issue Return Tickets available for six months, deducting 20 per cent from the cost of the Return Passage.

The Steamers carry both Doctor and Stewardess.

Departures from Marseilles on the 1st and from Bombay about the 7th of each month.

In accordance with the above, the s. s. BYZANTIN, 700 Tons, Captain Candolle, will be despatched on or about the 7th September next.

For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 19th August 1870.

TO EUROPEAN RESIDENTS IN INDIA.

THE SOVEREIGN BOOT

(FOR LADIES)

Made of soft Glove Kid, Channel Soles, Fancy Toes, Pliant Elastic Sides, Military Heels. Made expressly for Tropical Climates.

On the reception of twenty-one shillings stirling, the above will be sent out by pattern post, prepaid to any part of India, a pattern boot remitted to us through the PATTERN POST (costing a few pennies) is sufficient guide for size, which is always registered for future use.

Illustrated Catalogues Post free on application.

MARSHALL and WILLATS,

207 and 208 Oxford Street, London, W.

MANURE FOR THE COFFEE PLANT.

MESSRS. E. PURSER and COMPANY, AGRICULTURAL CHEMISTS, LONDON,

having for many years devoted attention to the composition of Coffee Manures, which have been most successfully employed on some of the largest Estates, beg to inform Planters that they have appointed the undernoted Agents for the sale of their preparations in India. The first consignment goes forward by the Steamer Serbion via the Suez Canal, and the Agents are now ready to receive orders for the same.

PURSER'S PATENT COFFEE MANURE

contains all the mineral constituents of the Coffee Plant in their most available form.

PURSER'S DISSOLVED BONES :

A manure which has been used for many years, and requires no recommendation. Bones in this prepared state produce much better results than when used in a broken condition without further combination.

For further particulars apply to

Messrs. H. MANN & Co., MANGALORE and MERCARA.

Messrs. JAMES, ANDREW & Co., CALICUT.

SHIPPING.

OVERLAND FREIGHT ROUTE

Via SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50 ; 2nd class £35.....
To Suez—1st class £40; 2nd class £22 10s.....
To Trieste (exclusive of Transit)—1st class £53 ; 2nd class £34.
} Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London ; Messrs. Tod, Kennard & Co., Liverpool ; Messrs. Tod, Rathborne & Co., Alexandria ; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

Bombay, 3th June 1870.

BRINDISI ROUTE.

SUPPLEMENTARY MAIL LINE,

UNDER AUTHORITY FROM THE

ADRIATICO ORIENTALE COMPANY.

THE undersigned are prepared to issue THROUGH TICKETS from ALEXANDRIA to BRINDISI, ANCONA, VENICE, NAPLES, ROME, BOLOGNA, FLORENCE, TURIN, SUSA, VERONA, CAMERLATA, MILAN, and PARIS.

Steamers leave Alexandria on the arrival of the mail from Bombay.

The passage from Alexandria to Brindisi occupies only three days, and the through journey to London about 140 hours, making a saving over other routes of about 48 hours.

On arrival of the weekly fast Steamer from Alexandria, carrying the Supplementary Indian Mail, an express train is run from Brindisi by the South Italian Railway en route for London via Ancona, Bologna, Turin, Mont Cenis, Paris, Calais and Dover.

The saving in time and the shortness of the sea voyage recommend this route to passengers.

RATES OF FARE FROM ALEXANDRIA.

	1st Class.	2nd Class.		1st Class.	2nd Class.
To BRINDISI	£11	£ 8.	To ROME	£12- 6	£ 8-19.
,, VENICE	£13-16	£ 8-16.	,, PARIS	£20-12	£15-13.

For rates to other towns apply to

STEARNS, HOBART, & Co.,

Bombay, 4th August 1870. Agents.

NOTICE.—Consignees of CARGO per Ship KINGSBRIDGE, arrived from Calcutta, are requested to DESPATCH BOATS at once to TAKE DELIVERY ; otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 31st August 1870.

NEW ADVERTISEMENTS.

GUARDIAN, FIRE, and LIFE ASSURANCE COMPANY.

Established 1821.—Capital £2,000,000.

POLICIES of INSURANCE against FIRE granted on all approved Buildings and contents thereof in Bombay and the Mofussil at moderate terms by

SIR CHARLES FORBES & Co., Agents.

Bombay, 1st September 1870.

THE DEPOT of the SOCIETY for PROMOTING CHRISTIAN KNOWLEDGE will, from this date, be OPEN DAILY from 3 to 6 P.M., SUNDAYS excepted.

C. F. H. JOHNSTON, Secretary

1st September 1870.

JUST RECEIVED, FRESH FRENCH BUTTER in small Tins.

Meadow Street. J. NEUBERG.

H. M. S. FORTE.

THE AMATEURS of the above Ship beg to announce that they will GIVE A PERFORMANCE at the THEATRE ROYAL, GRANT ROAD, in aid of the Widow and Orphan Society, on MONDAY, September 5th.

Tickets obtainable at Soundy and Co.'s, the London Hotel, the Divan Exchange, and at the doors.

Doors open at 8 P.M. ; Performance will commence 8-30.

In the matter of the Trust Estate of PESTONJEE and DOSSABHOY FRAMJEE CAMA & Co. (in Liquidation).

NOTICE is hereby given, that a FIRST DIVIDEND of THREE and a HALF per cent. will be PAID on and after the 5th day of September 1870, between the hours of 11 and 3, to those Creditors who have executed the Trust Deed and proved their Claims as required by the Trustees' Advertisement, dated 4th July 1870.

CURSETJEE RUSSERWANJEE CAMA, N. ARDASEER, ગોવરજી અરદેસર } The Trustees of P. & D. F. Cama and Co.

No. 19, Sassoon Building, Elphinstone Circle, Bombay, 1st September 1870.

COTTON BALING PRESSES, with a description of the ACCUMULATOR COTTON PRESS (reprinted from the "Engineer") by Edwd Matheson, Member Society Engineers. Illustrated. Price One Shilling.

Bombay.—THACKER, VINING & Co.

Calcutta.—THACKER, SPINK & Co.

THACKER VINING, & Co.

A COMPLETE BOOK CATALOGUE is in course of preparation ; orders will be registered.

AN INTERIM PAMPHLET, containing Paragraph Notices and List of Valuable Books, Instruments, Pictures and Sundries, may be had on application.

ROBERT GREY & Co., SHIP-BUILDERS and OWNERS of the PATENT SLIP and DRY DOCK, MOULMEIN, BRITISH BURMAH.—The SLIP is one of the largest size. Ships and Steamers up to 1,200 tons burthen can be thoroughly repaired and examined on it.

The Dry Dock is capable of taking in Steamers of 300 feet in length. Repairs of all descriptions to both iron and wooden ships made under European superintendence by experienced workmen.

Charges made on the Calcutta scale for work and material, except Teakwood, which we supply at 25 per cent. below Calcutta rates.

ROBERT GREY & Co.

September, 1869.

SUPPLEMENTARY MAIL ROUTE.

VIA BRINDISI to England and the Continent of Europe, in connection at Suez with the PENINSULAR AND ORIENTAL CO.'S STEAMERS.

Time saved over other routes about 48 hours.

Sea passage from Alexandria 74 hours, weather permitting.

Entire journey from Alexandria to London 140 hours.

Fares :—Alexandria to Paris, 1st cl. £16 3s. 1d.; 2nd cl. £11 19s. 4d. To London, 1st cl. £19 0s. 4d. ; 2nd cl. £13 9s. 4d.

On arrival of the weekly fast steamer from Alexandria, carrying the SUPPLEMENTARY INDIAN MAIL, an express train is run from Brindisi by the SOUTH ITALIAN RAILWAY en route for London via Ancona, Bologna, Turin, Mont Cenis, Paris, Calais, and Dover.

The GREAT EAST INDIA HOTEL at Brindisi, under the control of the Company, is now open.

The SOUTH ITALIAN RAILWAY COMPANY'S Agents in London—Lebean & Co., 6, Billiter Street, E. C.

April 1870.

FRAUD.

On the 27th June, 1866, Motherwallah, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Fleur to

TWO YEARS' RIGOROUS IMPRISONMENT.

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES,

bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Seakhds, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them, and to destroy all bottles and jars when emptied. The Genuine Manufactures of Messrs. Crosse & Blackwell may be had from every respectable Dealer in India.

BENSON'S

WATCHES Of all kinds.	CLOCKS Of all kinds.	GOLD JEWELLERY Of the Newest Designs
LEVER.	DRAWING-ROOM.	BRACELETS.
HORIZONTAL.	DINING-ROOM.	BROOCHES.
CHRONOMETER.	CARRIAGE.	EAR-RINGS.
KEYLESS.	CHURCH.	LOCKETS.
CHRONOGRAPH.	HALL AND SHOP.	NECKLACES.
GOLD LEVER HUNTERS, 14, 18, 20, 24, and 36 Guinea.		
SILVER ,, ,,	5, 7, 11, and 20 ,,	

Mr. BENSON, who holds the appointment to H. R. H. the Prince of Wales, has just published two Pamphlets, enriched and embellished with Illustrations—one upon Watch and Clock Making, and the other upon Artistic Gold Jewellery. These are sent post free on application. Persons living abroad can select the article required, and have it forwarded with perfect safety.

ORDERS SHOULD BE ADDRESSED TO

25, OLD BOND STREET ; and THE CITY STEAM WORKS, 58 & 60, LUDGATE HILL, LONDON ;

Or, if preferred, to H. S. King & Co. (late Smith, Elder, & Co. Bombay, of whom can be obtained the illustrated Pamphlets.

SARSAPARILLA.

WILKINSON'S (late BRIDGE'S) Essence or Fluid Extract of Red Jamaica Sarsaparilla, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury ; exclusively used in India and the Colonies as a prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ½, and pint bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public ; see that both Bottle and Label have the Name and Addresses, also Trade Mark (Win a diamond).

QUINTESSENCE of JAMAICA GINGER and CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without

Sold in ½, ½, and ½ pint bott es.

AROMATIC TINCTURE of QUINODINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in half and quarter-pint bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London

BOMBAY :-

Wholesale and Retail Agents, Treacher & Co., Limited,) Medical Hall, Byculla, and Fort, Poonah.

And of all the principal Firms in India and the Colonies.

NOTICES.

ALL PERSONS who may have PAID PREMIUM to the ex Directors of the BOMBAY BRANCH of the ALBERT LIFE ASSURANCE COMPANY (in Liquidation) are requested to apply for REFUND of the same forthwith.

This Notice does not apply to Premium paid on Policies effected in the Indian Laudable and Mutual Assurance Society and Oriental Life Insurance Company.

C. R. OGBOURNE,

Attorney for the Official Liquidators.

Calcutta, 5th August 1870.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.—TENDERS for the SUPPLY of two thousand gallons of RAW LINSEED OIL, and one thousand gallons of BOILED LINSEED OIL, to be delivered as required, will be received by the undersigned up to the 6th September next.

FRANCIS MATHEW, Acting Agent.

Company's Offices, Bombay, 29th August 1870.

NOTICE.—CLOSING of COLABA CEMETERY.—Under Section 207 of Act II. of 1865, I hereby certify, upon the evidence of Colonel Bell, R. E., Sanitary Commissioner, and Dr Hewlett, Health Officer of Bombay, that the Christian Burial-ground at Colaba is in such a state as to be offensive or dangerous to the health of persons living in the neighborhood thereof, and I hereby give Notice, that on and after 1st NOVEMBER 1870, it will NOT BE LAWFUL to BURY any CORPSE within the said CHRISTIAN BURIAL-GROUND. Whoever on and after 1st November 1870 shall bury any Corpse within the said Christian Burial-ground, contrary to the provisions of Section 207 of Act II of 1865, will be liable to a fine of One Thousand Rupees for each such offence.

By order and with the sanction of the Right Honourable the Governor in Council.

ARTHUR CRAWFORD,

Municipal Commissioner for the City of Bombay.

Bombay, 29th August 1870.

THE BOMBAY CITY BANK, Limited, (in Liquidation).—FOURTH and FINAL DISTRIBUTION.—NOTICE is hereby given that a FOURTH and FINAL DISTRIBUTION of the ASSETS of this Bank, at the rate of Rupee Three and Annas Thirteen per Share, WILL BE PAID to the Shareholders, at the Registered Office of the Company, Parsee Bazar Street, on and after the 1st day of the old Commissariat Building, on and after MONDAY, the 1st August 1870, between the hours of ten o'clock a.m. and three o'clock p.m.

Shareholders must deliver up their Share Certificates on applying for the Distribution.

Those Shareholders who have not applied for the First, Second, and Third Distributions, are requested to do so without delay.

B. R. MODY,

For Self & Co-Liquidators.

Bombay, 19th July 1870.

PENINSULAR AND ORIENTAL COMPANY.—PASSENGERS intending to TRAVEL via MARSEILLES or BRINDISI are requested to take NOTICE, that it will be necessary to PROVIDE THEMSELVES with PASSPORTS visèd by the French Consul, before leaving Bombay.

GEORGE F. HENRY,

Bombay, 12th August 1870. Superintendent.

ALBERT LIFE ASSURANCE COMPANY.

At a large MEETING of POLICYHOLDERS of the ALBERT LIFE ASSURANCE COMPANY and its ASSOCIATED OFFICES to-day, Mr. JAMES THOMSON in the Chair, the following RESOLUTIONS were adopted :—

1. "That the Policyholders approve and accept the scheme of reconstruction prepared by the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company, and now submitted to the Meeting, subject to such modifications as may be found expedient, and be sanctioned by the Court of Chancery."

2. "That this Meeting earnestly impress upon the Policyholders the importance of sending in their individual assents to the scheme as speedily as possible, so as to strengthen the hands of the Committee in carrying the same into effect."

3. "That the Policyholders consider it desirable and agree to pay the premiums due on their respective Policies to an account to be opened at the Bank of England and the Agra Bank, Limited, in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the Members of the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company ; the same to be returned, in case the Scheme of Reconstruction should not be carried out, without deduction of any kind."—*Times*, 29th April 1870.

The AGRA BANK, Limited, is PREPARED to RECEIVE PREMIA on Policies in the above Company, in terms of the foregoing Resolutions.

EDWARD MORRISS,

Manager, Bombay Branch.

Bombay, 1st June 1870.

ALLGEMEINE VERSICHERUNGS GESELLSCHAFT FUER SEE-, FLUSS-, UND LANDTRANSPORT IN DRESDEN.

The undersigned have been APPOINTED AGENTS for the above Marine Insurance Company, and are prepared to accept Risks and to issue Policies.

A. C. GUMPERT & Co.

Bombay, March, 1870.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES—LYONS.—The undersigned having been appointed AGENTS of the above-mentioned MARINE INSURANCE COMPANY are now prepared to accept Risks and grant Policies on any kind of Produce, either by Steamer or by Sailing Vessel to any Port.

All risks accepted by the Compagnie Lyonnaise d'Assurances Maritimes are participated in equally by the following old-established French Companies, viz. :—

Le Lloyd Francais, established 33 years.

La Compagnie Francaise, established 10 years.

Bombay, 19th April 1870. GADDUM & Co.

RE AUGUSTUS COTGRAVE HONNER, Deceased.—Pursuant to Act XXVIII. of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that ALL PERSONS being CREDITORS of, or otherwise having claims upon or against the Estate of Augustus Cotgrave Honner, late of No 6, Shakespeare Square, Folkestone, in the County of Kent, Pensioned Officer of the Bombay Presidency, formerly a Lieutenant-Colonel in the First, or Grenadier Guards, Native Infantry, who died at 6, Shakespeare Square, Folkestone, aforesaid, on the 23rd of December 1869, and Letters of Administration of the whole personal Estate and Effects (with the Exemplification of the Probate of the last Will and Testament of the said deceased, issued out of the principal Registry of Her Majesty's Court of Probate in England, annexed) were, on the 13th day of August, granted by the High Court of Judicature at Bombay to ANDREW JOHN MACDONALD, of Bombay, British Merchant, a Partner in the firm of Messrs Sir Charles Forbes & Co., and one of the constituted Attorneys of Alexander Cuninghame (in the Will spelt Cuninghame) Robertson, Esq., the sole Executor of the last Will and Testament of the said Augustus Cotgrave Honner, deceased, are required, on or before the Seventeenth day of September 1870, to send to Messrs RIMINGTON, HORE, and LANGLEY, of Bombay, Proctors of the said Administrator, the particulars of their Claim upon or against the said Estate, and that at the expiration of such time the Administrator will hand over the whole of the Assets of the said deceased to the said Alexander Cuninghame Robertson, or such Executor as aforesaid, having regard to the Claims of which he shall then have notice. All Persons indebted to the said Estate, or having property of the deceased in their hands, are hereby required forthwith to pay or account for such debts or property to the said Administrator.—Dated this 17th day of August 1870.

RIMINGTON, HORE, & LANGLEY,

Applicant's Proctors.

GREAT INDIAN PENINSULA RAILWAY.

CONTRACT FOR LANDING AND DELIVERING CONSIGNMENTS.

The undersigned will receive TENDERS for LANDING and DELIVERING the CONSIGNMENTS of the Company from Ships in Harbour, for a period of one year, from 1st January 1871.

The Contract to continue on the same terms, subject to six months' notice on either side.

Conditions of Contract, and the Forms upon which only Tenders will be received, can be obtained on application at the Agent's office.

Sealed Tenders addressed to the undersigned, and superscribed "Tenders for Landing and Delivering Consignments," must be lodged at the Company's offices by 15th September at noon.

The undersigned does not bind himself to accept the lowest or any Tender.

H. P. LeMESURIER, Agent.

Company's Offices, Elphinstone Circle, 18th August 1870.

GREAT INDIAN PENINSULA RAILWAY.

TEAK TIMBER.

TENDERS are invited for the SUPPLY of 1,000 tons of SEASONED MOULMEIN or RANGOON TEAK TIMBER, in squared logs, sound and straight, not less than 12 inches square and 20 feet in length, to be delivered at the Company's Stores Depot, Byculla, at the rate of not less than 300 tons per month, commencing on and from the 1st day of October next.

Specification and form of Tender may be obtained on application at the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders enclosed "Tender for Teak Timber," and which must specify the rate per ton of 50 cubic feet, delivered at the Stores Depot, Byculla, will be received by the undersigned, at the Company's Offices, Elphinstone Circle, Bombay, up to noon on MONDAY, the 26th September next.

The person whose Tender shall be accepted will be re uired to enter into a contract, and for the due fulfilment of the same to find security amounting to 10 per cent on the estimated value of the Contract.

The undersigned does not bind himself to accept the lowest or any Tender.

H. P. LeMESURIER, Agent.

Company's Offices, Elphinstone Circle, Bombay, 15th August 1870.

GREAT INDIAN PENINSULA RAILWAY.

THROUGH BOOKING WITH EAST INDIAN, SCINDE, PUNJAB AND DELHI, AND OUDE AND ROHILCUND RAILWAYS.

On and after 1st September 1870 PASSENGERS will be booked through between the principal places on the G. I. P. and the above Railways.

GOODS and PARCELS TRAFFIC of all kinds will also be received at all Goods Stations on the G. I. P. Railway for transmission via Jubbulpore to any Goods Station on either of the above Railways and vice versa, and Consignments of Goods of two Tons or more in weight will be sent through to their destination in the wagons in which they are originally loaded to all those places on either line where there is through Railway communication.

The FARES and RATES of the respective Companies will be ADDED together to make up the through charges, but no addition will be made for Terminals at the various Junction Stations upon Goods invoiced through.

The Classifications of the several descriptions of Goods when invoiced through is the same on all the Railways concerned, except that the undermentioned Goods will be charged upon the G. I. P. Railway at the class rates named below when consigned to or from stations on either of the above mentioned Railways, viz. :—

China Ware, Cotton with Silk (Piece Goods), Drapery, Embroidery, Glassware, Globes, Millinery, Opium, Silk—For th Class,

Boots, Broad Cloth, Calico, Carriages (cased), Cotton Piece Goods, Crape, Garlic, Hosiery, Linen, Twists not pressed, Wearing Apparel, Woollens—Third Class.

Corks, Earthware (except made), Fish (dry), Hides (loose), Jaggery, Leaves of all kinds, Sugar (not candied), Vegetables (perishable)—First Class.

Cotton and Wool, Engines and Tenders on Wheels, Grass, Hay, Herbs (fodder), Manure, Reeds and Rushes—Special Rates.

Fish fresh, as parcels by Passenger Train only.

These arrangements will be in force until further notice.

All information can be obtained from the undersigned.

HENRY CONDER, General Traffic Manager.

Bombay, 29 th August 1870.

NOTICES.

SCINDE, PUNJAUB, and DELHI BANK CORPORATION (in Liquidation).—A further RETURN of EIGHT ANNAS per SHARE will be PAID to the Shareholders on the Bombay Register of the above Bank on application at this Office.

JAMES WINDRAM,

Attorney for Liquidator.

National Bank of India, Bombay, 31st August 1870.

TO CAPITALISTS.—The LAND MORTGAGE BANK of INDIA (CREDIT FONCIER INDIEN) Limited are prepared to treat for the sale by PRIVATE CONTRACT of SUNDRY PROPERTIES in

BOMBAY,
POONA,
SHOLAPORE,
PANCHGUNNY,
KURRACHEE,

particulars of which may be had by applying to the Manager at the Bank's Office in Bombay. If desired part of the Purchase Money may remain on mortgage for a time at a moderate rate of interest.

BYCULLA IRONWORKS.

RICHARDSON & ROBSON,

SUCCESSORS TO

MESSRS. DIXON & Co.,

IRON and BRASS FOUNDERS, SMITHS' ENGINEERS, and COMMISSION AGENTS.

Manufacturers of Cotton Presses, Girders, Boilers, Pumps, Tanks, Iron Gates and Railings, &c.

CHEROOTS,

made expressly to order of

Mr. J. NEUBERG,

from carefully selected Trichinopoly and Pondicherry

TOBACCO.

TRICHINOPOLY	No. 1. Prime quality.
Ditto	,, 2. Thomson's Master.
Ditto	,, 3. Thomson's Muster.
Ditto	Noble Cheroots.
PONDICHERRY—Indiana Cigars.	
Ditto	Long Cheroots.
BURMA CHEROOTS.	
BABINGTON ditto.	

Meadow Street, Fort. J. NEUBERG.

THOS. BEARS' BIRD'S EYE and LATAKIA, BEST HONEY DEW CAVENDISH.

Meadow Street, Fort. J. NEUBERG.

BEST MEERSCHAUM PIPES. CIGAR HOLDERS.

,, ,,

Meadow Street, Fort. J. NEUBERG.

JERUSALEM TIFFIN AND BILLIARD ROOMS, Corner of Forbes Street and Rampart Row, Fort.

The PROPRIETORS wish to call the attention of the JURIAL to the above Rooms. A Large, Cool, and Airy Tiffin Room ; a Reading Room, with all the Latest News ; a splendid Billiard Table ; and the only European House in the Fort.

Tiffin at 2 P.M. Chops and Steaks always ready.

N. B.—Wines and Spirits of the best quality. Wanted, one or two Gentlemen as boarders.

DIVAN EXCHANGE, having been newly RE-FITTED and RE-OPENED under European Management, and having engaged a FRENCH COOK specially to prepare Hot Tiffins, Pastry (both French and English), Ices, Sweetmeats and delicacies of all descriptions, is now ready to give its patrons every kind of Refreshment in first class style.

And has also the

FINEST BILLIARD SALOON IN BOMBAY.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready, at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass.

JEWANJEE'S EXCHANGE.

(By JEWANJEE & Co., Proprietors Byculla Hotel).

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and as the first flat there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

THE POONA HOTEL,

(Close to the Poona Boating Club House),

By JEWANJEE & Co., Proprietors of Byculla Hotel.

JEWANJEE & Co., in again thanking their Patrons of last Season, would beg to remind the Gentry of Bombay and Poona of the superior accommodation for Visitors afforded by the Poona Hotel. The Hotel contains spacious Rooms, well adapted to the accommodation of Families, and has been fitted up in a style which ensures the comfort of Visitors. An important feature is the exceedingly pleasant situation of the building—close to the Bund, with a large Garden running down to the river's side. The Poona Boating Club's premises are close to the Hotel, and the Crews practise in front of the Building.

The Table is supplied in first class style, and the Wines, &c., are of the finest quality.

By unremitting attention to the wishes and comfort of Visitors, Jewanjee & Co. hope to merit a continuance of the favours of their former Patrons, and to maintain the reputation of the Poona Hotel as being the best in Poona.

June 29, 1870.

MEDICINE CHESTS, in great variety and very complete.

Kemp's "MEDICINE CHEST COMPANION," written expressly for them.

D. S. KEMP & Co.,

BOMBAY and POONA.

RHEUMATISM may be quickly relieved by wearing SCHMIDT'S FOREST WOOL,

A balsamic fibre prepared from the leaves of the Maritime Pine.

Undervests	each	Rs. 3 0
Socks	per pair	,, 3 0
Forest Wool in Wadding	per oz.	,, 1 8

D. S. KEMP & Co.

5 Elphinstone Circle, Bombay.

INFALLIBLE REMEDY

FOR

INDIAN RINGWORM OR DHADUR.

(See "Times of India," 9th September 1868.)

GOA POWDER.

MENTIONED IN THE NEW INDIAN PHARMACOPŒA,

(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country ; all classes, European and Native, can now testify to its value.

Goa Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acidi Salcrubici)	Rs. 1 ,

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

Land shares continue advancing. Manockjee and Oriental Spinning shares were particular by in great demand at Rs. 840 and Rs. 1,920 respectively.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value per sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs. p. c.			
120,000	100	all	4 p.ct	Agra Bank	100
22,000	1,000	all	9 p.ct.	Bank of Bengal	1,450
15,000	500	all	8 p. ct.	Ditto of Bombay New	585
16,000	500	100	6 do.	Ditto 2nd Res. Issue	170
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,500
30,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	275
20,000	275	all	12 p.ct.	Hong. & Shanghai Bank	370
4,000	200	all	6 do.	Chartered Bk. of I. & C.	175
3,000	250	125	4 do.	National Bank of India	127
6,000	250	all	12 do.	Oriental Bank	400

LAND COMPANIES.

4,000	3,000	all	Rs. 70	Colaba Land Co.	1,540
5,000	150	all	Pure	Land & Pier Co. Ld	167
1,250	2,000	2,0	Nil	Mazagon Land	1,050
4,000	2,000	1,4	Nil	Port Canning	200

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	1,300
500	2,500	all	125 p.	Alliance Spinning	2,100
10C	5,000	all	...	Bombay	3,000
200	1,000	all	100	Engines (£1,000 per engine, and assuming one engine for every 5 miles)	800
0(	150	150	...	Bronch Mills	200
8 0	150	50	...	Do. New	100
200	5,000	all	...	Dharumsey Spinning	2,050
750	2,000	all	150 p.	Great Eastern	1,400
2,00	1,000	all	80 p.	Manockji Petit's	840
800	2,500	all	90 p.	Oriental	1,920
600	1,500	1,305	...	Royal	1,500

*Per share for the half-year.

PRESS COMPANIES

150	5,000	2,550	250 p.	Akbar Cotton Press Co.	2,175
200	2,0?1	1,10(	100 do.	Albert Co. Kurrachee	750
250	3,330	85(	60 do.	Alexandra Press Co.	450
150	12,000	11,000	200 do.	Apollo Press Co.	7,200
200	2,000	all	275 do.	Bombay Press Co.	2,175
300	500	all	28 do.	Do. New	540
500	1,850	all	800 do.	Colaba Press Co.	6,500
500	2,500	all	...	East India Press Co.	2,500
150	9,500	all	1,000 *	Fort Press Co.	9,000
300	2,000	1,800	...	Framji Cowasji Press	800
200	6,000	all	600	Hydraulic Press Co.	2,400
200	5,000	1,500	150 p.	Imperial Press Co.	1,350
1,000	5,000	2,000	125 p.	Kurrachee Press Co.	940
2,000	500	250	25 do.	Mofus. Press & G. Co.	315
125	2,500	all	200 *	Prince of Wales Press	2,450
22(	1,000	750	200 p.	Victoria Press, Madras	1,125
200	2,000	all	150 p.	Vinsevelly Press Co.	1,250
400	1,500	...	...	Carwar Company	700

*Per share for the half-year.

MISCELLANEOUS.

—	2,500	1,500	135 p.	Bombay Burmah Trading Corporation	800
4,000	50	all	5pc.	Mechanics' B'dg's Co.	30
50(	4,000	300	21 p.	Kurrachee Landing and Shipping Company	170
3,00(	500	all	25 p.	Treacher & Co.	375

BANKS IN LIQUIDATION.

		Date of L'dation.		
—	500	70	Jan. '66	Bank of Bombay
	5	191	...	Do. China
	200	35	Sept. '67	B'bay Trdg & B'kg
	250	2	Mar. '68	Central Bank
	...	...	...	East India Bank's
	200	10	Feb. '67	Indian Peninsula
	200	68	May '67	Royal Bank
	130	74	Apr. '67	Old Financial

COMPANIES IN LIQUIDATION.

—	5,200	1,750	Nov. '66	Back Bay Co.	700
	5,500	5,450	...	B'bay & Bengal S.	15
	5,000	2,500	...	Bombay Sh	350
10,000	1,000	all	1,040	Elph'st'ne Land	15
10,000	1,000	670	676	Do. New	36

RAILWAY COMPANIES.

—	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	232
—	£20	169.1.5	do.	Do. New £20 shares	113
—	£ 0	43.10.2	do.	Do.	
—	£100	4,000	do.	B. B. & C. I. Railway Co.	1,100
—	£16	168.5.1	do.	Do. New Shares	200

EXCHANGE.

On	Terms.	Rate
London	At sight	1s. 10 5/16d.
London Banks	6 months' sight.	1s. 11d.
Do. Credits	6 Do. do.	1s. 11¼d.
Do. Documents	6 Do. do.	1s. 11¼d.
Calcutta	At sight	100d.
Do.	30 days' sight	100 par.
Do.	60 days' sight	99¾
Madras	At sight	100 par.
Do.	30 days' sight	99¾
China	60 Do. do	222

GOVERNMENT SECURITIES.

Five-and-a-half percent.	113
Five per cent.	106
Four per cent.	97
Four & half per cent. (Public Works Loan)	103
Five per cent. Debenture Loan 1866-67	103
15 years' Debenture Loans	108
10 years' do. do.	105
5 years' do. do.	103
Six per cent. Municipal Loan House Rate	113
Do. Do. Market Rate	113

CALCUTTA.—27TH AUGUST 1870.

The following transactions were reported to-day:—

In Government Securities—

4 per cents, at Rs. 97-2, and 97-4, or 2-14 to 2-12 discount for cash.

5 per cents of 1856-57, at Rs. 106-4.

In shares—

Bank of Bengal shares, at Rs. 1,305 and one for Rs. 1,400.

National Bank shares, at Rs. 125.

Bank of Calcutta shares, at Rs. 20.

—*Englishman.*

MILITARY.

ARRIVALS.—SEPTEMBER 1.

Maloney, Colonel, 25th Madras Infantry, on leave, from Cannanore.

Sewell, Captain, Hydrabad Contingent, on leave, from Lingasoogoor.

Rostron, Veterinary Surgeon, Royal Horse Artillery, to join, from Madras.

DEPARTURES.—SEPTEMBER 1.

Currie, Major, 21st Regiment N. I., on leave, to Poona.

Calusso, Lieutenant-Colonel, 21st Regiment N. I., on leave, to Poona.

Briggs, Lieutenant-Colonel, 6th Regiment N. I., to join, to Ahmedabad.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, Sept. 1.)

MILITARY DEPARTMENT.

The retirement of Assistant Commissary and Honorary Ensign E. Nue, of the Public Works Department, notified in G. O. No. 564 of 23rd instant, is to have effect from the 31st August 1870, and with permission to reside in England.

Captain H. W. Shoubridge, Bengal Staff Corps, is allowed furlough to Europe for eighteen months, on medical certificate, under the Furlough Regulations of 1868.

Surgeon H. Wakefield, of the Bombay Medical Establishment, is allowed furlough to Europe for one year, on medical certificate, under Rule 15 of the Furlough Regulations of 1868.

Surgeon G. G. Joynt, of the Bombay Medical Establishment, and Surgeon European General Hospital, Bombay, is allowed furlough to Europe for one year, on medical certificate, under Rule 15 of the Furlough Regulations of 1868.

Lieutenant F. G. T. Welch, 108th Foot, is admitted to the Staff Corps on probation.

Lieutenant Colonel St. J. O'N Muter, Staff Corps, is allowed furlough to Europe for twelve months, on medical certificate, under Rule 13 of the Furlough Regulations of 1868.

The following promotions in the Ordnance Department are made:—

Magazine Sergeant and Acting Sub-Conductor Arthur Macdonald to be Sub-Conductor, and Magazine Sergeant William Clews to be Acting Sub-Conductor, from the 7th August 1870, in succession to Clarke, pensioned.

Under the provisions of Clause 10 of G. G. O. No. 392, dated 17th June 1868, Assistant Apothecary William Wright, No. 47, is promoted to the rank of Apothecary, vice Honorary Assistant Surgeon J. Leahy, with effect from 13th July 1870.

Captain Charles Henry Clay, Staff Corps, having completed twenty years' service, to be Major from the 14th August 1870, subject to Her Majesty's approval.

Lieutenant-Colonel J. H. Champion, Staff Corps, is allowed furlough to Europe for two years, from the date of departure, after the 26th November next, under Rule 9 of the Furlough Regulations of 1865.

Major H. P. Sykes, Cadre 2nd Regiment Light Cavalry, is allowed furlough to Europe for two years, from the 13th November next, under Rule 9 of the Furlough Regulations of 1865.

The Northern Division Order dated 9th June 1870, directing Major F. T. Cornewall, officiating Wing Officer 6th N. I., to perform the duties of Deputy Judge Advocate, Northern Division of the Army, in addition to his own, with effect from the date of departure of Lieutenant-Colonel Williams, is confirmed.

Major C. T. Heathcote, officiating Wing Officer 4th N. I., acted as Cantonment Magistrate, Sholapoor, in addition to his own duties, from 26th March to 24th May 1870.

Ensign A. S. W. Connor, 1st Battalion 7th Regiment of Foot, is admitted to the Staff Corps on probation.

Lieutenant-Colonel G. B. Mollerah, R.A., was appointed to act as Agent for Gunpowder on the 19th July 1870, vice Lieutenant-Colonel Haggard, R.A., on leave to Europe, or until further orders.

POLITICAL DEPARTMENT.

The privilege leave of absence granted to the Political Superintendent of Sawunt Waree in the *Government Gazette* of the 7th July has been cancelled at that officer's own request.

Surgeon Arthur Adey assumed charge of the medical duties of the Kutch Agency on the 16th instant, before office hours.

JUDICIAL DEPARTMENT.

Asam Jairam Bapaji, Second Karkoon of the Peint Talooka, in during the absence of the Mamlutdar of that Talooka on duty, or of the First Karkoon on sick leave, invested with the powers of a Subordinate Magistrate of the second class in the Nassick District, and with powers to commit to a Session Court.

Mr. E. T. Candy, Acting Assistant Judge and Session Judge in the Ahmedabad District, is allowed privilege leave of absence for two months from 1st September 1870.

Mr. H. Hosking to act as Assistant Judge and Session Judge in the Ahmedabad District, during the absence of Mr. Candy on leave, or until further orders.

Ensign C. F. Baugh to act as District Superintendent of Police in the Tanna District, during the absence of Major J. G. Coles on privilege leave, or till further orders.

Mr. Dyaram Wyamull, Head Moonshee of the Sojawal Talooka, in the Larkhana Division of the Shikarpoor Collectorate, is invested with the powers of a Subordinate Judge of the 2nd class in that Collectorate.

REVENUE DEPARTMENT.

Mr. T. R. Fernandez, Assistant Settlement Officer, Left Bank Districts, Sind, is allowed privilege leave of absence for two months.

Mr Luximon Jogonath, Hoozoor Deputy Collector of Sholapoor, having availed himself of only portion of the privilege leave of absence for one and a half months, granted to him under date the 13th June 1870, viz. from 2nd to 24th July 1870, both days inclusive, the unexpired portion of his leave is cancelled.

FINANCIAL DEPARTMENT.

The undermentioned officers in the Ahmedabad Collectorate are appointed Commissioners under the Income Tax Act:—

Mr. G. H. Johns, Acting First Assistant Collector, Ahmedabad.

Mr. G. M. Grant, Second Assistant Collector, Ahmedabad.

PUBLIC WORKS DEPARTMENT.

The Honorable Colonel M. K. Kennedy, R.E., received charge of the Office of Secretary to Government in the Public Works Department from Lieutenant-Colonel J. S. Trevor, R.E., on the afternoon of Friday the 19th August 1870.

(*Irrigation Branch.*)

Mr. G. Lambert acted as Executive Engineer, Fullailee Division, during the absence of Mr. W. J. Fahie on privilege leave.

Mr. A. Tate, Assistant Engineer, received charge of the Office of Superintendent of Works, Western Indus, from Mr. C. S. Fahey, on the afternoon of the 16th August 1870.

EDUCATIONAL DEPARTMENT.

Mr. Govind Ramchundra Bhugvat has been appointed to act as Head Master, Ratnagherry High School, during the absence of Mr. Ramkrishna Gopal Bhandarkar, M. A., or until further orders.

MARINE DEPARTMENT.

Captain J. E. C. Pryce, Master Attendant and Conservator of the Port, is allowed two months' privilege leave from the 12th September next.

Mr. W. G. Corke will act during Captain Pryce's absence.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters,

Poona, 31st August, 1870.

The Commander-in-Chief is pleased to make the following appointments:—

29th (2nd Belooch) Regt N. I.—Captain C. A. Cunningham to officiate as Wing Subaltern.

30th Regiment N. I. (Jacob's Rifles)—Lieutenant W. C. Harrison, Wing Subaltern, to be Adjutant vice Cunningham who resigns.

Captain A. Wardrop, Staff Corps, is attached to do duty with the 1st Grenadier N. I.

The undermentioned officers have leave of absence:—

8th Foot (1st Battalion—Major (Local Lieut. Col.) W. F. A. Colman to England from date of departure for 15 months on private affairs.

Captain R. Lewis, to Bombay from 19th August to 17th September 1870, preparatory to proceeding to England on leave on private affairs.

1st Scinde Horse.—Major J. Gordon in extension to remain at Kurrachee from 30th August to 29th September 1870 on medical certificate.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, Aug. 27.)

HOME DEPARTMENT.

The Hon'ble Sir C. P. Hobhouse, Bart., a Judge of the High Court of Judicature at Fort William in Bengal, has obtained fifteen months' leave of absence to Europe on medical certificate, with effect from the date on which he may avail himself of the same.

Mr. E. Willmot, Inspector of Schools in the Punjab, to be Inspector of Schools, Southern Circle, in the Central Provinces, but to officiate as Inspector General of Education in those Provinces during the absence of Major P. Dods, or until further orders.

The Reverend W. B. Drawbridge, Junior Chaplain, is promoted to be Senior Chaplain from the 25th instant.

FOREIGN DEPARTMENT.

The services of Surgeon S. T. Heard, of the Mysore Commission, have been replaced at the disposal of the Government of Fort Saint George at his own request.

Mr. W. S. Seton-Karr having intimated his resignation of his appointment as Secretary to the Government of India in the Foreign Department, His Excellency the Viceroy and Governor-General in Council is pleased to confirm Mr. C. U. Aitchison, C. S. I., who has been officiating in that post, with effect from the forenoon of the 1st instant.

Lieutenant G. R. L. Greenfield, officiating 2nd in Command of the Deolee Irregular Force, has been granted ninety days' privilege leave of absence from the 15th of August 1870, or subsequent date.

Lieutenant W. H. C. Wyllie, of the Bengal Staff Corps, is appointed an Assistant Commissioner of the 3rd grade in Oudh.

FINANCIAL DEPARTMENT.

Mr. H. A. Mangles, officiating Deputy Controller General of Accounts, is appointed to officiate as Accountant General, Bengal, during the absence of Mr. H. D. Sandeman, on privilege leave, or until further orders.

Mr. H. A. Mangles is appointed to officiate as a Member of the Board of Directors of the Bank of Bengal during the absence of Mr. H. D. Sandeman, on privilege leave.

Mr. S. Jennings, officiating Assistant to the Accountant General, North-Western Provinces, is allowed privilege leave for one month from the 1st October next, or subsequent date.

For the purposes of section 5 (*b*) of Act XVIII. of 1869 (The General Stamp Act), the Governor-General in Council is pleased to appoint the Financial Commissioner of the Punjab to be Superintendent of Stamps in that Province.

Mr. John Tweedie, B.C.S., is appointed to officiate as Post Master General of Bengal during the absence of Mr C. K. Dove, on privilege leave, or until further orders.

MILITARY DEPARTMENT.

Lieutenant-Colonel F. W. Ripley, of the Bengal Staff Corps, is permitted to retire from the Service on the pension of his rank with effect from this date.

With reference to the order issued by the Government of the Punjab, No 43, dated 2nd February 1870, His Excellency the Governor-General in Council is pleased to confirm the appointment of Lieutenant A. Gaselee, 1st Wing Subaltern 4th Punjab Infantry, Punjab Frontier Force, as officiating Adjutant of that Corps, with effect from the 22nd December 1869 to the 10th April 1870, vice Captain A. McC. Bruce.

The undermentioned officers of the Staff Corps, having completed five years' service as substantive Lieutenant-Colonels, are promoted to the rank of Colonel by brevet, from the date specified, subject to Her Majesty's approval:—

Lieutenant-Colonel William Hindley Crichton, C.B., of the Madras Staff Corps,—19th August 1870.

Lieutenant-Colonel Thomas Cranfield Longcroft, of the Madras Staff Corps,—20th August 1870.

Lieutenant-Colonel Linnæus Tripe, Madras Infantry, is promoted to be Colonel, by Bevet, from 20th August 1870, subject to H. M.'s approval.

Lieutenant George Young, of the Bengal Staff Corps, having completed twelve years' service, is promoted to the rank of Captain, from the 20th August 1870, subject to Her Majesty's approval.

The services of Assistant Surgeon E. B. Rattledge, of the Medical Department, are placed temporarily at the disposal of the Government of Bengal.

Lieutenant-Colonel James Mansfield Nuttall, of the Bengal Staff Corps, 2nd in Command and Wing Officer, 44th (The Sylhet) Regiment, Native Light Infantry, is permitted to proceed to Europe on furlough on private affairs for two years.

The undermentioned officers are admitted to the Bengal Staff Corps, with effect from the dates specified, subject to the confirmation of the Secretary of State for India:—

Ensign Edward Baynes Nixon, of the 2nd Battalion 1st Foot, officiating Wing Subaltern, Meywar Bheel Corps, —6th July 1869.

Lieutenant George William Beresford, of the 107th Foot, 2nd Wing Subaltern, 43rd Assam Regiment of Native Light Infantry,—12th July 1869.

Ensign Williams James Alexander Birch, of the 58th Foot, officiating 2nd Wing Subaltern, 6th Regiment of Native Light Infantry,—5th August 1869.

Ensign Nixon and Ensign Birch will rank as Lieutenants in that Corps, from the dates specified, subject to H. M.'s approval.

2nd Class Veterinary Surgeon M. J. Marshall is appointed to be 1st class Veterinary Surgeon from the 3rd August 1870, vice 1st class Veterinary Surgeon H. C. Hulse, retired.

Lieutenant-Colonel J. E. Fraser, of the Bengal Staff Corps, Assistant Adjutant General, Allahabad Division, is permitted to proceed to sea on private affairs, and to be absent from Bengal on that account for three months—from 7th September 1870, or subsequent date, embarking at Bombay.

PUBLIC WORKS DEPARTMENT.

Mr. H. Lambert, Executive Engineer, 2nd grade, Punjab, is promoted to be Executive Engineer, 1st grade, from 1st March 1870.

Mr. F. L. O'Callaghan, Executive Engineer, 2nd grade, Public Works Department, Central Provinces, is granted six months' leave to Europe on private affairs with effect from the 3rd Aug.

Captain A. J. Filgate, R.E., Assistant Accountant General, Public Works Department, is allowed three months' privilege leave from the 15th September next, or subsequent date.

Mr. W. H. Brand, Accountant, 3rd grade, Punjab, having obtained his discharge from the Army on the 22nd June 1870, is re-appointed to the Public Works Department in the same grade with effect from that date.

Captain R. de Bourbel, R.E., officiating Consulting Engineer for Railways in Oudh, is confirmed in that appointment from the 16th May last.

Lieutenant W. Shepherd, R.E., officiating Deputy Consulting Engineer for Railways in Oudh, is confirmed in that appointment from the 16th May last.

Mr. S. Porter, Assistant Telegraph Superintendent, 1st grade, is granted privilege leave of absence for three months with effect from the 7th August 1870.

Mr. J. H. Lane, Telegraph Superintendent, 2nd grade, in the Telegraph Department, is promoted to the 1st grade, to fill an existing vacancy.

Mr. M. Fleischer, an Assistant Telegraph Superintendent, 2nd grade, is granted privilege leave of absence for one month.

The undermentioned gentlemen are appointed Sub-Assistant Conservators of Forests, on probation and are posted to the Provinces marked opposite their names:—

Mr. A. Atkins, Central Provinces.

Mr. G. Stratford, Burmah.

SHIPPING.

DAILY FREIGHT REPORT—1ST SEPTEMBER.

London...	Cotton	£1 15s. 0d. to £2 0s. Nom.p.to
	Cases	£1 15s. 0d. to £1 17s. 6d. „
	Seeds	£1 5s. 0d. to £1 10s. „
Liverpool	Iron Shipm Cotton	£1 15s. 0d. to £1 17s. 6d. „
	Wooden Ships „	£1 15s. 0d. to £1 17s. 6d. „
	Myrabolns & Coir bdls	£0 7s. 6d. to £0 10s. 0d. „
	Seeds	£0 12s. 6d. to £0 15s. 0d. „
Havre	Cotton	£1 12s. 6d. to £1 15s. 0d. „
	Coffee	Nominal
Overland	Steamers	£2 10s. 0d. to £2 15s. 0d. „
Liverpool via Suez Canal		£2 5s. 0d. to £2 7s. 6d. „
China „	Steamer Cotton	Rs. 5 to 6 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 3 per bale.
Calcutta	Salt	Rs. 3 0 0 per ton
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

ARRIVAL.

Sept.	Vessel.	Commander.	From.
1	Ironshope	Ramsey	Calcutta, July 16.
	Kingsbridge	Cooper	Calcutta, June 29.
	Himalaya (s)	Atkinson	Calcutta, August 9.
	Rescue	Mossery	Moulmein, July 15.
	William Stewart	Cooke	Calcutta, May 28.

The steamer Columbian to Aden and Suez, began to load yesterday.

THE HOOGHLY.

ARRIVALS.

Aug.			
29	Candia (s)	...	Suez.
	Astracan	...	London.

DEPARTURES.

Aug.			
27	Saint Marnock	...	...
	Medea	...	...

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mails per P. and O. Co.'s steam packets leave Bombay on every WEDNESDAY morning, and the following are the closing hours:—

The Mails close at the General Post Office at 7 P.M. on every Tuesday.

The after-packet remains open till 6 A.M. on Wednesday, for the reception of letters on which the usual fee of 8 annas is prepaid by stamp in addition to the postage.

Registered letters are received up to 4 P.M. on Tuesday.

The latest hour for posting Overland covers at the several branch post offices is 5 P.M.

Late letters may be posted at the Pier P. O. till 7 A.M. on Wednesday.

MAILS VIA BRINDISI.

Arrangements having been made for the experimental transmission of mails from India to the United Kingdom via Brindisi, Letters and Newspapers (not packets of Books or Patterns), superscribed, by the senders, with the words "via Brindisi" and fully prepaid at the rates published for the Marseilles route, together with 2 annas per ½ oz. each additional for Letters, and 8 pies per 4 ozs. each additional for Newspapers, will also be forwarded by the route mentioned.

Registered covers may be forwarded by this route on payment of the Registration Fee of 4 annas each in addition to the postage.

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on Wednesdays, September 14 and 28, October 13 and 27, November 10 and 24, and December 8 and 22. (Packet will be closed on September 14 at 9 A.M.; after packet at 10 A.M.)

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamer, will be closed on Wednesdays, September 28, October 27, November 24, and December 22. (Packet will be closed on September 28 at 9 A.M.; after-packet at 10 A.M.)

MAILS FOR KURRACHEE AND PERSIAN GULF.

[By the B. I. S. N. Co.'s Contract Steamers.]

Leave Bombay for Kurrachee on September 10, 26; October 10, 24; November 7, 21; December 5, 19.

Leave Bombay for Persian Gulf via Kurrachee on September 3, 17; October 3, 17, 31; November 14, 28; December 12, 26.

MAILS TO MAURITIUS.

Letters, &c., for Mauritius, Reunion, &c., will be forwarded of the following dates from Bombay to Aden, to be thence conveyed by the French Mail Packets to destinations:—

7th September, 9th October, 6th November, 4th December 1870 and 1st January 1871.

DESPATCH OF INLAND MAILS FROM BOMBAY.

MAILS.	Latest hours for posting. At General Post Office. Ordinary Letters & Papers.	After Packet Letters.	At Branch Post Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kassara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubulpore and Bhosawul to Nagpore	11 A.M.	12 NOON.	10 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway as far as Bhosawul only	7-30 A.M.	.....	5 P.M. previous day.
For the Post Towns on the N. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	12 NOON.	1 P.M.	11 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	8 A.M.	.....	5 P.M. previous day.
For ditto on the B. B. and C. I. Railway, for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	3-30 A.M.	4-30 A.M.	5 P.M. previous day.
For ditto in Southern Concan, *i. e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	.....	5 P.M. previous day

Registered letters and banghy parcels for despatch by all mail, will be received except on Sundays, from 10 A.M. to 4 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

SMITH—August 31st, at Poona, the wife of Dr. F. H. Smith, H. M.'s 3rd Regiment Light Cavalry, of a son.

FOXWELL—August 31st, at Camp Deolalee, Nassick, the wife of Mr. J. Foxwell, Government Telegraph Department, of a daughter.

NARAYEN—August 30th, at Kalbadevi, the wife of Narayen Keshevjee, Acting Head Accountant Bombay Commissariat Office, of a son.

BENGAL.

BIRTHS.

SIMPSON—August 23rd, at Koosbtea, the wife of Charles S. S. Simpson, Esq., Eastern Bengal Railway, of a daughter.

COMRIE—August 27th, at Sahigange, the wife of W. Comrie, Esq., of a son.

DEATH.

FITZGERALD—August 9th, at Goolzarbaugh, Patna, Mrs. Sarah FitzGerald, relict of the late R. A. FitzGerald, Indigo Planter, Tirhoot,—aged 56 years, 9 months and 21 days.

NORTH-WEST PROVINCES, &c.

BIRTHS.

SWINTON—August 24th, at Dalhousie, the wife of Captain George Swinton, Royal Engineers, of a daughter.

TOTTENHAM—August 28th, at Fyzabad, the wife of Captain H. L. A. Tottenham, Bengal Staff Corps, of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office.

The Bombay Gazette

FRIDAY, SEPTEMBER 2, 1870.

It turns out that we were wrong in conjecturing that the Emperor had given up the plan of succouring Marshal Bazaine. Instead of taking a position behind the Aisne, Marshal Macmahon carried his army eastward, and at the beginning of the week had his head-quarters at Sedan on the Meuse. How was this accomplished? It will be remembered that on Saturday his head-quarters were said to be at Vouziers, and that, on Sunday, he was on the road to Réthel. On Saturday, also, French cavalry were beaten at Buzancy, a place on the road from Vouziers to Stenay. On Sunday the Crown Prince was said to be at Vouziers, and on Tuesday a strong body of German horse forced the defences of Trizy, probably a village on the road to le Chesne, and captured the defenders who were holding that route into the Meuse valley. These are slight data on which to base conjecture; but we will do what we can with such poor materials.

Now, since Macmahon had his head-quarters at Sedan at least as early as Tuesday, it follows that his army must have arrived in that vicinity on Monday. Time is required to transport a large force from the Aisne to the Meuse, and as more than a week had elapsed since he was said to have marched from Rheims, we may infer that the Marshal took position at Vouziers in order to cover the concentration of his army in the valley of the Meuse. Had the Crown Prince not marched so fast upon Vouziers, and had there been no Germans on the road to Stenay, the Marshal would have moved by that the shorter route. As it was, with the Crown Prince so near and the Stenay road blocked up, he was obliged to retire by Réthel and probably also by le Chesne, leaving a rear-guard at Trizy. It is probable, considering that Vouziers is so near Rheims, that there was some delay in bringing up reinforcements, and that Macmahon was detained at Vouziers longer than he intended. The transport of the Thirteenth Corps from Paris may have caused the delay, since if they proceeded by rail the transit would occupy several days, and it would be necessary to hold Vouziers until the last train had passed Réthel. Practically, then, we may consider the occupation of Vouziers as a screen behind which the gradual process of concentration went on. At all events, it seems that on the 30th the Imperial head-quarters were at Sedan. Carignan is by no means too far forward to be occupied as an outpost by so large an army; and if there were fighting at that place, it implies the presence of a German force feeling for an adversary. But a German force near Carignan implies a larger force in rear, and indeed we know that the cavalry from the army on the Moselle were as low down the valley as Dun and Marville, for their horseman were at Buzancy on Saturday, and from that point would come at once into direct communication with the Crown Prince on Sunday, for they would follow the beaten force and find friends the next day. Hence we may infer that there was a strong German army down the Meuse towards Sedan; and that if Macmahon persevered, this force, if it could not stop him, would delay his progress by attacking at every possible point the heads of his columns and thus force them to halt and form to the front. Now, we have inferred that the Germans are masters of all the passes through the Argonne south of Vouziers; and consequently those passes were available for the purpose of bringing the Crown Prince into the valley of the Meuse, somewhere between Stenay and Verdun. Although the country is difficult yet three marches would place him in line with whatever was between the Meuse and the Belgian frontier. Three marches would also place any force there might be near Nancy and Commercy at Etain. Three marches would bring a force from Bar le Duc to Etain, and four any force from Chalons. But if the troops between the Meuse and Moselle were strong enough to contain Bazaine and give battle to Macmahon, the Crown Prince might move on Réthel in orderto cut off the French army from all railway communication with Paris. This, however, would be a hazardous move, since a defeat of the Germans in the valley of the Meuse would leave him exposed. Conjecture can go no further. According to the telegrams the Emperor has thrust his army into comparatively narrow strip of country between the Meuse and the Belgian frontier, having, apparently, a strong force in his front, having certainly a strong force on his flank beyond the Meuse, and large bodies elsewhere within reach of a point of concentration, covering the road to Metz, between the Meuse and Moselle. In other words, he has opposed the whole of his army to what we may call one of the wings of his assailants; and to win the day he must be superior at the point of contact. We ought soon to learn the result of this move.

The seige of Strasbourg appears to have made considerable progress. Lines within about four hundred yards mean heavy enfilading batteries at work on the selected front or fronts. The trenches must get nearer to make a breach. If the Bishop went out to mediate with the consent of General Ducrot that act implies weakness; but as the terms were probably moreover is to Railway carriages, and Rail officials cannot hear to these complaints. Now advertizing One legged Donation dances which nautch beforetimes submitted to English public. Make ridiculous the Baboo when learn to sing the English melody which is his own Rág eminent superior, and Italian words which perfectly apprehensive cannot, nor understands. Contemplative mind after meal times, too lengthily cogitate for columns *Bombay Gazette*. If not so—the then tracing of comedy and progress from days of Susarion and Dolon and humble servant son Hurridass prize essay make much mention Heraclitus, but want of space forbid to press of other matter with Prussia fighting to France and France beat and onliest strong ruler, to make prosperous, humble too much, making German hawk and spit and singing Fatherslands with a V like as in Pickwicks Mr. Weller is suggestion.

* Nought.

Those who are interested in the decisions which may be arrived at respecting the Railway guage question will read with great interest the important letter from Mr. Hawkshaw, which we print in another column. It will be seen from his reasoning that, although the Indian Government favour the narrow guage, it cannot be considered as settled that the principle is one of universal application, nor even that it will be applied to the future extensions of existing trunk lines. The facts set forth by Mr. Hawkshaw and the arguments he founds upon them are not of a kind that can be lightly dealt with, or disposed of by the flourish of an ultra-philanthropic pen. If it can be proved that narrow-guage railways are, on the whole, so much cheaper that the saving far more than compensates for the inevitable and serious inconveniences of a break of guage, then the case of narrow guage lines will be fully made out, and no one will object to the policy of basing future extensions on the narrow principle. But Mr. Hawkshaw furnishes much matter for serious reflection, since he shows that the saving is not so great as to compensate for the mischief, not so great as to warrant a break of guage at all. He points out that extensions and new lines of the standard guage might be made much lighter than they are, at a trifle over the alleged average narrow-gauge cost; and the Government of India cannot overlook the deliberate opinion of a man so eminent in his profession. What we are disposed to say is that the standard guage should be preserved for all trunk lines, because the evils of a break are notorious, constant, and wasteful; that the narrow guage should be adopted in tracts to which it is peculiarly suited outside the great network; that they should be either constructed as feeders—superior bullock gharries—to the main lines, or run through isolated districts, like the mountain road from Carwar into the centre of the cotton country. Mr. Hawkshaw states the point precisely, when he says, "If it were a well-ascertained fact that there are districts in India . . . . where, having regard to financial reasons, a railway on a narrower guage could be made, but where a railway on the existing guage could not and ought not to be made, that would be a case on point," that is, a case of "absolute necessity." But the absolute necessity argument must not be stretched to cover the application of the narrow guage in cases where it would be detrimental to the general interests of the State. The rule does not apply, for example, to the extension of the Bombay and Baroda line to Delhi, nor to the diagonal line to Indore, nor to the important Lahore and Indus line, nor to any line properly belonging to the framework of the great through railway system. There are probably many districts to which the principle is applicable, but great care will have to be exercised in the choice thereof, and every effort should be made to prevent the infraction of the main system by the interpolation of odds and ends of narrow-guage lines. We quite agree with Mr. Hawkshaw that the Indian guage is too broad, that if we were beginning again we should select a narrower guage; but this 5 feet 6 inch guage exists, and we must make the best of it, not burn our house to roast our little pig. We call the attention of the military authorities to the statements made by Mr. Hawkshaw respecting the military

that wherever cheap lines are wanted it will be better to do so than to construct railways on a narrower gauge.

Nor do I wish it to be implied, that if railways were first beginning to be made in India, that the Indian gauge is best for all purposes. I do not know how it came to be put at 5 feet 6 inches. It is now thirteen years since I became connected with Indian railways, but it was fixed before that time. I can see no reason why the present English gauge of 4 feet 8½ inches was not adopted, as that gauge, or the gauge of 5 feet adopted by the Russian Government, would have been wide enough for India: but taking account of the great advantage of uniformity of gauge, with 6,000 miles of railway already made upon the 5-feet 6 inches gauge, no sufficient reasons, in my opinion, can be shown for altering the existing gauge.

One evil alone, in my judgment, that would arise from the introduction of a break of gauge—though it is one in which you are hardly concerned, but which much concerns the Government of India—is of itself sufficient to lead that Government to reject the proposition, from what quarter soever it emanated.

India is a country where, with comparatively a small army, a vast territory may have to be guarded; and it behoves the Government to take no step that would render its railway a less effective machine for the manipulation of that army.

In time of war the entire rolling stock of every railway in India may be required, and should be so constructed as to be available in every part on every mile of Indian railway.

Those who have worked out the problem of moving the entire military forces of a country from every depot to a few fixed points by railway, will be fully aware of the difficulty of that problem, even with uniformity of gauge, and of the discordant elements that break of gauge would introduce.

I should hesitate to touch on such a subject had it not happened that I with others, experienced in the handling and management of railways, associated together as the Engineer and Railway Volunteer Staff Corps, have been called upon to consider and prepare for the War Office schemes for moving by railway the entire military forces of this country from the various depots to different assigned points.

The first process was to obtain from every railway company in the country a return of the whole amount of their rolling stock, and by its use the task was shown to be practicable within a moderate space of time.

But had not the railways in England and Scotland been almost wholly of one gauge, and the whole stock nearly everywhere available, the problem would have been infinitely more difficult and its solution much less satisfactory.

For it is not enough to say (as I am told it has been said), to get over the difficulty of break of guage, that the men—that is, the soldiers—where the break of gauge occurred, could easily walk from one train to the other. It is of the last importance that trains once laden should pass onwards to their destination, but break of gauge would render this impracticable, and the amount of stock required would at once be nearly doubled. At every break of gauge the men could not proceed at all unless duplicate trains, corresponding in capacity to the trains bringing them to that point, were waiting ready to take them forward, thus rendering many duplicate trains necessary to do the work. Those who were engaged in the inquiries I have referred to will understand how difficult it would be to prepare such trains and to make them meet each other at proper times. Moreover, one of the great difficulties in the operation arose from the vast extent of platform and loading and unloading places required for horses, guns and ammunition, which would have to be extemporised at the time, and the necessity for which would be vastly increased by break of gauge.

As it respects guns, tumbrels, ammunition, baggage, &c., the evils of break of gauge would be still greater than with the men, for neither these nor horses could be changed from one vehicle to another without the provision of most extensive loading and unloading places. Moreover, the small size of the vehicles on the narrower gauge would be inconvenient for the transport of the whole of the material of war.

From my connection with Russian railways, I also know that the ordinary wagon rolling stock lately made for that country (a large quantity of which has been constructed under my direction), is specially fitted with moveable appliances for the carriage of troops and horses, which it easily can be on their gauge, without deterioration for commercial purposes. This could not be so easily done with small vehicles, and it would be singular if in this country we, who have had larger experience of railways than any other nation, were deliberately, at this time of day, to make a change in India which would almost set at nought the advantages of railways for military purposes.

The commercial results of the introduction of a narrower gauge would not be quite as mischievous as those I have alluded to, as affecting military evolutions, the chief difference being, that the loss of time would not be so vital in commercial matters as in military ones. But though less fatal in this respect, it would be an everyday inconvenience.

In the long and repeated discussions which occurred in this country years ago on the evils of break of gauge, it was urged by those who supported the differential gauge, that the inconvenience would be measured by the expense and time occupied in shifting goods from one wagon to another where the change of gauge occurred; and this was put by them as being equal to the cost and time involved in ten miles of railway transit. It was variously reckoned at 4d. a ton, at 8d. a ton, and at 1s. a ton; and this charge, could it have been arrived at, would have been capitalized and added by me to the credit of the lighter railways on the present gauge, as it will become a charge on the break of gauge if introduced.

But experience has shown that the evil effects of break of gauge under this head must be put higher than this, or the Great Western Railway Company could never have been justified in spending the large sums they have done in putting the narrow gauge on their broad gauge line; and although I cannot imagine that an experiment which has already been made in this country with such results will be again tried in India, I venture to prophecy, that if it be, the time will come when the Indian Government will be called upon to expend more money to remedy the evil than they can ever save by introducing it.

In conclusion, I must state that the question on which I have had to report being hypothetical, I have been compelled to treat it by hypothesis. The assumptions I have made are, I think, fair for contrasting the suggestions I have dealt with; but the comparative results will not be materially affected by adopting other dimensions than 3 feet 6 inches, which I have assumed for the narrower gauge. If smaller engines were called for they can be applied both on the narrower gauge and on the lighter railway on the present gauge. Locomotive engines when I first became connected with railways weighed only 14 tons on about 4 feet 8½ inches gauge, and at the Harbour Works at Holyhead we have had locomotives working weighing as little as 10 tons on a 7 feet gauge, so that if the scale I have assumed for the light railway be too expensive, it could be still further reduced; but I think it best to make the light railway strong enough to bear the existing carriage and wagon stock, for if this were not done, the great advantage of using the whole of the present Indian vehicles upon it would be lost.—I am, &c.,

(Signed) JOHN HAWKSHAW.

P.S.—Since writing the foregoing I have been favoured by Mr. Juland Danvers, the Government Director of the Indian Railway Companies, with a copy of the report for the year 1869-70 he has just made to the Secretary of State for India in Council. I do not see anything in that report to modify the foregoing statements. The report contains certain assertions put forward by Mr. Spooner, the Engineer and Manager of the Pembroke Railway, purporting to set forth advantages that would accrue from light and narrow gauge railways. Six out of the nine of Mr. Spooner's statements are in my opinion quite fallacious, considered in their application o Indian railways.

TELEGRAPH LINE REPORT.

KURRACHEE, 1st Sept., 8 P.M.—Latest dates from United Kingdom via Russia, 31st Aug., 8-30 P.M.; via Turkey, 30th Aug., 4-20 P.M. From Continent of Europe, via Turkey, 31st Aug., 7-19 P.M. Cable right o Fao; Turkish line right to Pera; lines beyond clear; Persian line right to London.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—1st Sept., 9 P.M.

Latest dates from United Kingdom.

Via Russia, 31st August, 8-30 P.M., Greenwich time. Time in transit, 10 hours 31 minutes.

Via Turkey, 30th August, 4-20 P.M., Greenwich time. Time in transit, 25 hours 45 minutes.

Via Red Sea, 1st Sept., 12-15 P.M., Greenwich time. Time in transit, 3 hours 14 minutes.

Latest dates from Continent of Europe.

Via Turkey, 31st August, 7-20 P.M., Greenwich time. Time in transit, 11 hours 4 minutes.

Via Red Sea, 1st Sept., 11-55 A.M., Greenwich time. Time in transit, 3 hours 57 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 31st Aug. to 9 P.M. of 1st Sept., is as follows:—

To Bombay	Max.	Min.
From Kurrachee	1 14	0 3
,, Calcutta	6 58	0 22
,, Madras	0 40	0 9

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE WAR.

By British Indian Cable.

LONDON, 1st Sept., 11-5 A.M.

The King of Prussia telegraphed to the Queen of Prussia from Virionnes (? Varennes) on the 30th ultimo:—

"Yesterday we had a victorious engagement with the French, in which the 4th, 12th, and one Bavarian Corps took part. Macmahon was beaten and driven back from Baumont across the Meuse to Mougon. We took several thousand prisoners, 12 guns, and much material."

No French accounts have been received.

The French fleet still continues inactive.

By Indo-European Telegraph.

LONDON, 31st August.

Advices from Grand Pré state that thirty-two squadrons of Prussian Hussars stormed the village of Trizy, between Vouziers and Attigny, yesterday. The defenders were taken prisoners.

The siege of Strasbourg is being vigorously prosecuted. The parallels are within five hundred paces of the fortress. The bombardment by 100 guns is doing great damage. The commandant has resolved to defend it to the last."

By British Indian Cable.

LONDON, 31st August, Aft.

The Cotton Market is firm.

Fair Dhollera 7¼d.

Exchange on India 1s. 10¼d.

PARIS, 31st August.

Rente 60.

THE BISHOP OF CALCUTTA AT MANDALAY.

We learn from the Rangoon paper that when the Bishop of Calcutta was at Mandalay the other day, he expressed his willingness to pay a visit to the King, and wisely placed himself in the hands of the Political Agent, Major MacMahon. The King stated that he should be most happy to see the Bishop, but that the latter could not be allowed to sit upon a cushion or any raised seat in His Majesty's presence, but must squat himself down on a small piece of carpet, in a fashion which is always undignified and highly inconvenient, but which would have been altogether out of the question in the case of a Christian bishop, inclined to corpulency. We need scarcely narrate the sequel. The King was reminded that the Sayadaws, or Buddhist priests of a corresponding rank to a Christian Bishop were allowed to sit on a level with His Majesty; and the Bishop himself offered to waive the cushion, provided he might be permitted to stand in the royal presence. The King, however, insisted on the carpet, and the Bishop most rightly and resolutely refused to go through such an undignified ceremonial. The great officers of State subsequently paid visits to the Bishop, and were received by His Lordship with every courtesy, and they naturally did their best to induce him to change his mind. His Lordship, however, was inexorable, and ultimately left Mandalay without paying the contemplated visit to the King. Just as the steamer was leaving, the King sent the Kalawoon with an elegant gold cross as a farewell present.

THE INCOME TAX.

To R. B. Chapman, Esq., Secretary to the Government of India, Financial Department.

Sir,—On behalf of the community which the British Indian Association have the honour to represent, the Committee desires to convey to His Excellency the Viceroy and Governor-General in Council, the feeling of satisfaction with which they regard the improvement which has lately taken place in the Financial position of the State, as disclosed in the financial Statement of His Grace the Secretary of State for India.

When under pressing exigencies of State the Government of India in September last doubled the Income Tax, this Association deemed it their loyal duty to assure the Viceroy in Council of the willingness of the people to bear the additional burdens, in the hope that these would not be retained a moment longer than absolutely necessary.

The surplus, however small, instead of an estimated large deficit, in the accounts of the last official year, and the prospect of an increase of revenue in several important branches in the current year, and as the operations of the last five months show, have filled the community at large with a lively expectation of a sensible reduction, if not the total abolition of the Income Tax, from the commencement of the second half of the present financial year.

His Excellency the Viceroy in Council is doubtless well aware of the very great dissatisfaction which prevails among all classes of the community, owing to the increase of the Income Tax to a war footing at a time of profound peace, and of the hardship and irritation which it has caused, particularly to the poorer classes, by the arbitrary and vexatious proceedings of the Assessors.

The Committee do not wish to discuss in detail the grounds which justify the general expectation referred to above, as they have been well set forth in the recent communication of the Bengal Chamber of Commerce to you on the subject. They fully subscribe to the views advanced by the Chamber, and cordially unite in the prayer made by them.—I have, &c.

(Signed) Jotendro Mohun Tagore,
Honorary Secretary British Indian Association.

British Indian Association Rooms, No. 18, British Indian Street, the 26th August 1870.

THE AURORA CASE.

THE EXERTIONS OF THE POLICE RECOGNISED.

Mr. F. H. Souter, C.S.I., Commissioner of Police, Bombay, wrote as follows to the Secretary to Government, Judicial Department, on the 8th August:—

"Sir,—I have the honor to forward, for the information of Government, copy of a letter which I have had the pleasure to receive from G. M. Stewart, Esq., chairman to the underwriters in Bombay. I need not say that it is a matter of considerable gratification to me personally to learn that the successful exertions of the police in working out the evidence relative to the burning of the ship Aurora and the other frauds connected with that important case have been appreciated by the public, and particularly by those whose interests afforded them every opportunity to judge of the action taken by the police in the matter. It however gives me considerable pleasure in adding my testimony to that of the underwriters in special reference to the valuable service rendered by my deputy, Mr. Edginton, who took charge of the case from the beginning; and it is principally to his untiring exertions, and the skill and tact evinced throughout, that the successful and satisfactory termination of this most important case is to be attributed. I am aware that Mr. Edginton's services have repeatedly been brought to notice and received the acknowledgment of Government, but I believe that in no instance have they been more deserving of recognition than in the case of the burning of the ship Aurora.—I have," &c.

Appended is the letter to which the above refers. It was addressed by Mr. G. M. Stewart to the Commissioner of Police, on the 3rd August:—

"Sir,—I have the honor to inform you that a meeting of underwriters was held on Monday last, at which the following resolution was passed unanimously.—'That the underwriters in meeting desire to acknowledge their appreciation of the energy and ability displayed by the police authorities in discovering the perpetrators of the frauds relative to the ship Aurora, and request their chairman to forward a copy of this resolution to the Commissioner of Police, with a request that he will communicate the same to Government, particularizing the services of Mr. Edginton who had charge of the case.' Although this resolution applies to yourself and to your department generally, I feel sure that you will have pleasure in making use of it with special reference to Mr. Edginton, whose able and effective services have been so conspicuous in this important case.—I have," &c.

Resolution of Government, dated August 31.—His Excellency the Governor in Council fully concurs in the commendations bestowed on Mr. Edginton, the Deputy Commissioner of Police, for his diligence and tact in discovering the circumstances connected with the burning of the ship Aurora. His Excellency is also gratified to learn that the services of the police have been appreciated by the underwriters directly interested in the detection and prosecution of the frauds.

PENSIONS AND GRATUITIES.

Resolution by the Government of India, Financial Department.

Simla, the 12th August 1870.

Under the Uncovenanted Service Pension Rules, pension or gratuity is calculated only upon the salaries of substantive appointments held by the applicants, any higher emoluments which accrue to a servant by reason of his acting in a superior appointment being disregarded in the calculation.

The Governor General in Council desires that the Account Officers concerned, when reporting on the services and salaries of applicants for pension or gratuity, should invariably attach to their reports a certificate that "acting allowances" have not been reckoned in calculating the pension or gratuity.

BOMBAY.

Mr. Charles Archibald Langley has been admitted as a vakil of the High Court.

Honore.—The fall of rain at Honore, in Carwar, to the 31st July, was 96 inches and 84 cents.

The ferry between Bombay and Hog Island, and Hog Island and Oorun and Oolwa, is officially declared to be a public ferry.

"Garkwaree's" Rs. 20 "in aid of the wounded soldiers of the two contending armies in the present war" have been received, and Rs. 10 will be handed to each Consul.

The Government of India have decided that an Army Schoolmistress sent on medical certificate to a station in India should be allowed her travelling expenses.

Mr. A. Keyser, Acting Second Assistant to the Collector and Magistrate of Ahmednuggur, is allowed one month's privilege leave of absence from such date after the 1st September as he may avail himself of it.

Mr. E. Steele, Assistant Settlement Officer, Indus Left Bank Districts, relinquished charge of his duties in that department on the forenoon of the 20th Aug., preparatory to joining his appointment of Acting Supernumerary Deputy Collector in Sind.

Canara.—The weather report of the Canara collectorate for the fortnight ending 31st July, informs us that in Carwar and other places the fall of rain was favourable. Sowing operations were completed. Fever and small-pox prevailed in almost all the talookas of the collectorate.

Police Cases.—In April last the police magistrates disposed of 1,347, including 2,706 prisoners. Of the latter, 10 were committed to the High Court; to the Court of Petty Sessions; 1,211 were convicted by the magistrates; 220 acquitted; and the charges against 1,264 were withdrawn.

Vehar Lake.—The height of water at the tower of Vehar Lake on Saturday last was 57 feet 8 inches; on the corresponding date last year it was 53 feet 8 inches. The fall of rain up to last Saturday was 57 inches 66 cents; on the corresponding date last year it was 54 inches 7 cents.

Meritorious Services.—We are glad to learn that His Excellency the Governor in Council has conferred the title of Rao Sahib on Mr. Gunputrao Raghoba, assistant to the Postmaster of Bombay; and that of Khan Sahib on Mr. Cursetjee Pallonjee Lalcaca, Inspecting Postmaster, Guzerat, for their meritorious services.

Death from a Fall.—Dr. Hewlett held an inquest yesterday at the Thackoordwar lane on the body of a Hindoo woman named Owoobayee. Yesterday morning the woman went to a Vehar water pipe to wash her feet. She accidentally slipped and fell on the pavement, receiving a shock to her system, from which she died soon afterwards.

A Case for the Sessions.—Major Britten, the Railway Magistrate at Bhosawul, has committed a European named Jeremiah Harrington to stand his trial at the next Criminal Sessions of the High Court, on a charge of dishonestly retaining a piece of wood worth about four rupees, there being reason to believe the same to be stolen property.

Mortuary Returns.—The total number of deaths registered during the week ending Tuesday, 30th August, was 315, being 12 more than in the preceding week, 36 less than the total of the week ending 31st August 1869, and 1 less than the mean of the corresponding period in the previous five years. During the week 61 births were reported in the different districts of the city.

Programme of Music to be played by the Band of the 95th (the Derbyshire) Regiment, at the Colaba Baud Stand this evening:—

Quadrille	Freidrich Wilhelm
Overture	Maritana
Selection	English Modern Songs
Valse	Hussars
Galop	Night Bell
	Bilse.
	Wallace.
	Sowerthin.
	Hartmann.
	Farmer.

Statement of Silver Balance in the Mint.—Value of silver in the Mint on the morning of the 22nd August 1870, Rs. 50,21,598; add, silver received during the week, Rs. 14,988; deduct, new coin paid during the week, Rs. 17,75,477; total balance, Rs. 32,61,109. There are in addition 78,083 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

Trombay.—The limits of the port of Trombay are officially announced to be as follows:—Commencing from the Ghatkharree on the north to the north-east until reaching Trombay at the point where joining with the limits of Bombay Harbour, and recommencing at the north-western point of Trombay Island up the Mahool Creek, as far as navigable, including the shores on both sides thereof within fifty yards of high-water mark (spring tides.)

Referring to the postal notice of the 9th February last, respecting a reduction in the rate of postage chargeable in India on letters addressed to Canada, Nova Scotia, and New Brunswick, it has been notified that a like reduction has now been made in respect of letters addressed to Prince Edward's Island,—the rates chargeable in future being seven annas four pie per half ounce *via* Bombay and Southampton, ten annas per half ounce *via* Bombay and Marseilles, and twelve annas per half ounce *via* Bombay and Brindisi. Full pre-payment is necessary in respect of letters intended for transmission *via* Brindisi.

Broach.—A correspondent writes—A meeting of the inhabitants of Broach was held in the house of Seth Kassiram Krushnaram on the 21st of August, at 2 o'clock in the afternoon. Nagur Seth Bhooyhundass Bhugvundass took the chair. Munacal Gopaldas, secretary, gave an elaborate address on the hardships and failure of justice to which the inhabitants here are subjected, owing to the abolition of the Senior Assistant Judge's Court and Moonsiff's Court, and establishment of a Court of Small Causes in their stead; and proposed that applications should be made to the High Court and the Local Government for the appointment of an Assistant Judge and a third grade Subordinate Judge of the second class. This proposition was seconded by My. Musmordar Amurutlal Khoosalbhai, and carried unanimously.

Aggravated Assault.—Chand Mullook and Mohunlal Bungsalee were yesterday charged in the Fort Police Court before Mr. Nana Morojee with committing an aggravated assault on Mooljee Gangjee, a watchmaker. On Sunday before last the complainant was walking along the Pinra gully, when the first defendant came from behind and gave him three blows with a stick on the back. The second defendant, also, gave him some blows with his fist on his chest and back. Complainant raised an alarm, and the defendants were arrested by the police. They were adjudged guilty; the first was fined Rs. 50, the second Rs. 10, and both were bound over in Rs. 200 and Rs. 100 respectively. Twenty rupees out of the fine were to go to the complainant.

The Case of Imprisonment for not Giving a Daughter in Marriage.—On Saturday at the Appeal Court Mr. McCulloch, instructed by Dr. Dallas, paupers' attorney, on behalf of Oomed Kika, petitioner, obtained a rule *nisi* calling upon Nagurdas Narrotumdas to show cause why a memorandum of appeal against a decree should not be filed, and why the rule requiring security for costs should not be dispensed with. The petitioner had been imprisoned by order of Mr. Justice Bayley till he would specifically perform a contract for giving his daughter in marriage to Nagurdas. Yesterday the Advocate General appeared before the Appeal Court (the Hon. the Chief Justice and the Hon. Mr. Justice Green) for the respondent Nagundas. He did not object to the petitioner being allowed to file a memorandum of appeal, but he objected to his doing so *in forma pauperis*, as he alleged that the petitioner was possessed of property, and applied that the respondents should have an opportunity of having an investigation with the object of dispaupering the appellant. Their Lordships granted leave to Oomed to appeal, but appointed Monday forenoon at half past ten for the hearing of the application to dispauper before the Chief Justice the appellant is to be brought from jail to be present on that occasion.

Gambling.—Yesterday at the Girgaum Police Court, Nowrojee Dadabhoy, a buggy driver, Hormusjee Eduljee, a cook, and Cowasjee Hormusjee were charged with keeping a common gaming house at Khetwady; and they and three other Parsees were charged with gaming with dice, cards, and money.

Mr. Nusserwanjee Nowrojee, pleader, appeared for the defence.

Ballajee Sukerojee said—Last night at half past 9 o'clock, Mr. Page, I, and a police havildar went to Khetwady 5th lane with this warrant. In the stable of the house of the first defendant, all the prisoners were sitting gaming. The door was shut; but at the bottom there is an open space of six fingers from the ground, through which we could see plain. In stooping down to look, I pushed the door, when call was made from within, "Ram! Rama!" I answered "Hoo." The chain was then unfastened and the door opened, when Mr. Page and I went in. All were sitting round a light, gaming with dice, cards, and money. We found on the ground Rs. 4-15-8, dice, cards, &c. When we entered, a pack of cards was thrown on to a cot. I believe the fifth defendant threw the cards. The defendants were searched and money was found on their persons.

After the examination of several witnesses, the pleader for the defence contended that the evidence of the police was uncorroborated, that the mere fact of the dice and cards being found on the ground was no proof of gaming, and the evidence was mostly inferential from the finding of the dice and cards. The first defendant was convicted of keeping a gaming house. All of them were convicted on the charge of gambling and fined fifteen rupees each, with the alternative of a fortnight's imprisonment; and the first defendant was further fined Rs. 25, or, in default to be imprisoned for three weeks, on the first charge.

We learn that the Oriental Bank Corporation, which have an agency at Pondicherry, have announced that they will not, until further notice, negotiate drafts upon mercantile firms in France. The Comptoir d'Escompte has raised its rates to 2fr. 57½c. per rupee on France, an exchange that the Pondicherry firms justly regard as "excessivement onéreux."—*Madras Mail.*

The (Bengal) Board of Revenue, on a reference recently made to them, have, after consulting the Advocate-General, ruled that a power of attorney, executed in the United Kingdom of Great Britain to be used in India, must, in addition to the Indian stamp required by Act XVIII. of 1869, bear that required by the English stamp laws.—*Indian Daily News.*

Madras and Bombay have simultaneously published catalogues of the books printed in their respective presidencies during the first quarter of the current year. In point of numbers, Madras has the superiority, having published 144, to Bombay's 116, but not so in point of the size of the publications. Again, the majority of the works in the Eastern Presidency are on religious subjects, while the Western affects education.—*Pioneer.*

The following passengers sailed from Calcutta by the s.s. Simla, on the 28th August:—

For Madras—Dr D D Cunningham, Mr and Mrs Webster and child, and Bishop Nierces and servant.

For Galle—Mr Granville Sharp, C S.

For Marseilles—Mr W Doig.

For Southam pton—Mrs W Doig, child and infant, Mr James Pate, Mr and Mrs Selbach, infant and ayah, Mrs Prince and child, and the three Misses Raymond.

THE COLABA COMPANY.

An extraordinary general meeting of the shareholders of the Colaba Company (Limited) was held yesterday afternoon, Mr. G. M. Stewart, chairman of the Board of Directors, presiding, when the following resolution passed at a previous meeting was confirmed.—"That Clause 29 of the Articles of Association be rescinded, and that the following be inserted in lieu thereof:—'There shall be paid to the Company in respect of the transfer or transmission of each share such sum of money not exceeding Three Rupees as the Directors may from time to time prescribe.'" There was no other business before the meeting.

SHIPPING AND PASSENGERS.

The ship Rescue, 1,187 tons, Captain George Messervy, arrived yesterday from Moulmain with a general cargo.

The ship William Stewart, 538 tons, Captain Darvill Cook, arrived yesterday from Calcutta with a cargo of rice. She also brought the captain and eleven of the crew of the British wrecked ship St. Michael.

The ship Kingsbridge, 1,497 tons, Captain A. Cooper, arrived yesterday from Calcutta with a general cargo. She spoke in lat. 2 N. and long. 9 E. the British ship St. Nonan; and in lat. 8 S. and long. 66 E. the British barque Cambria, 10 days out, bound to Bushire.

The s.s. Himalaya, 911 tons, Captain J. H. Atkinson, arrived yesterday from Malabar Coast and Calcutta with a general cargo and the following passengers:—Mrs. Aitkinson and two children, Mr. Rostron, Mrs. Briggs, Colonel and Mrs. Maloney, Mr. Vertue, Mr. Primrose, and fifty deck passengers.

WEEKLY STATEMENT OF THE MUNICIPAL REVENUE.

From Monday, 22nd August, to Saturday, 27th August 1870

	Rs.	A.	P.
Wheel Tax	3,353	6	0
House Rate	20,238	3	8
Municipal Certificate Tax	142	0	0
Police Rate	7,733	2	8
Lighting do.	7,723	12	5
Water do.	8,96	15	9
Halalcore Cess	6,055	15	7
Market Fees	1,297	1	0
Fees thro' Police Commissioner, including Liquor Licences, &c.	472	0	0
Miscellaneous Fees	910	13	8
Fines and Penalties	87	13	0
Town Duties	8,122	4	0
Duty on Tobacco and Snuff	1,800	0	0
Total Rs.	66,898	7	9

W. MAIDMENT,
Controller of Municipal Accounts.

WEATHER REPORTS.

Vingorla, 1st Sept., 10 A.M.—Weather clear, wind south-west, thermometer 77, rainfall 2 cents.

Cannanore, 1st Sept., 10 A.M.—Weather cloudy, wind north-west moderate, thermometer 76, barometer 29-930.

Tuticorin, 1st Sept., 10 A.M.—Weather fine, wind wester thermometer 92, barometer 29-84.

Carwar, 1st Sept., 10-15 A.M.—Weather cloudy, wind west south-west, thermometer 77, barometer 29-90, rainfall 37 cents.

Mangalore, 1st Sept., 12 P.M.—Weather fair, thermometer 79.

FORT POLICE COURT.—1st September.

(Before Nana Morojee, Esq.)

Refusal of Duty.—Five native firemen of the French ship Byzantine were charged with wilful disobedience of lawful commands in refusing to do duty on board the ship. The Magistrate asked the defendants whether they were willing to turn to, and on their expressing their willingness to do so, they were ordered to be sent on board.

Theft.—Yenloo Monajee, an old offender, was convicted of stealing two pieces of zinc, the property of Government, and was sentenced to five weeks' imprisonment.

GIRGAUM POLICE COURT.—1st September.

(Before R. H. Showell, Esq.)

Thefts.—Nana Peeloo was charged with stealing fifty-six pomeloes, value Rs. 30, belonging to one Meer Ali Hajee. A policeman arrested a coolie on the road who was taking a basket of fruit on his head, and the coolie afterwards pointed out the prisoner as the person who gave him the fruit. The prisoner was adjudged guilty and sentenced to receive twenty-five stripes.—A Mussulman was charged with stealing two silver neck ornaments, and was sentenced to hard labor for three months.—Another Mussulman was sentenced to a week's imprisonment for stealing a knife belonging to Mr. Samuel Bryen.

German Association for the Relief of the Wounded and Destitute in the War of 1870.—The donations sent to the London central committee now amount to about £22,300. Many of the large German firms in the City have contributed most liberally, and the appeal for help has met with a liberal response not only amongst the magnates of the City, the German clerks and workmen having also contributed in proportion to their means. Grants in money and kind to the amount of £12,400 have been made by the committee. Money is asked for most urgently by the many associations for the wounded existing in all parts of Germany, and especially in the towns where large military hospitals are being established. But there are certain articles which can be procured better, cheaper, and, above all, more expeditiously in England, such as wadded cushions, ice bags, splints, quilts, perchs, tissue, surgical instruments, hospital tents, &c. £2,200 will be applied immediately to the purchase of these articles most of which are intended for Cologne, Dusseldorf, and other places on the Rhine; £96-0 in cash were forwarded to the following places, viz., £3000 to Berlin, £1150 to Darmstadt (including £150 for the St. Elisabeth Institution, where most of the nurses in the London German Hospital have been trained); £1000 each to Mayence, Frankfort, Carlsruhe, Stuttgart, and Munich. £156 each to Bonn, Coblenz, and Aix-la-Chapelle.—*Standard*, Aug 5.

NEW JUSTICES.

The Right Honourable the Governor in Council is pleased to appoint the undermentioned gentlemen to act as Justices of Peace within the limits of the Town of Bombay:—

Lieutenant E. L. Marryat, R.E.
Captain R. A. Sargeaunt.

THE COURT FEES ACT.

The Judge of Surat wrote on the 27th May 1870 to the Bombay Government:—

"With reference to paragraph 11 of letter No. 1817, dated the 16th March, from the Government of India, Financial Department, embodied in Government Resolution No. 1267 of the 9th ultimo, I have the honour to request the favour of being informed whether it is intended that the register should show the particular article in Schedules I. and II. under which each fee is levied. I can hardly suppose that such details are required, the labour involved in keeping them would be very great, and the advantage derivable would, I apprehend, be but small; but as the wording of the paragraph in question is very ambiguous, I have deemed it necessary to refer the matter in order to avoid the possibility of a mistake which could not hereafter be repaired."

Resolution of the Bombay Government.—The District Judge and Judges of Small Cause Courts should be informed that paragraph 11 of Government of India letter No. 1817 of 16th March 1870, appears only to require that the register of process fees should be kept distinct from the register of fees levied under Schedules I. and II. of the Court Fees' Act of 1870, and that it will not be necessary that the register of schedule fees should show the particular article under which each fee entered has been taken. Copies of the Judge's letter and this Resolution should be forwarded to the Government of India, the Registrar and Prothonotary of the High Court, the District Judges of Small Cause Courts, and the Commissioner in Sind, for information,—copies should also be sent to the Revenue Department.

From G. H. M. Batten, Esq., Under Secretary to the Government of India, Financial Department, to the Chief Secretary to the Government of Bombay, dated Simla, the 25th August 1870.

Referring to the letter from the Acting Under Secretary Mr. Wyllie, No. 2153, dated 10th June 1870, to the address of the Home Secretary, I am directed to state that the Governor General in Council approves of the orders passed by His Excellency the Governor in Council relative to the keeping of register of the fees chargeable under the Court Fees Act No. VII of 1870.

CRICKET AT POONA.

POONA vs. BOMBAY.

August 29th and 30th.

POONA.

J. W. Anderson, 83rd Rt.	b Stock	1
J. R. Gibson,	b Stock	4
K. Stephenson, R. A	run out	24
Capt. Waller, 7th Rl. Fusr.	c Cotton b Knapp	41
S. J. Waudby, Staff Corps	c Stock b Knapp	10
J. H. Newill, Staff Corps	b Stock	3
Col. Aitken, R. A.	b Lang	28
Capt. Coddington, Staff Corps	b Lang	28
R. B. Oliphant,	not out	49
W. Cooke-Collis, 83rd Rt.	b Knapp	24
Capt. Plummer, 7th Rl. Fusr.	b Stock	30
Byes 12, Leg Byes 8,	Wides 6,	26
	Total	268

BOMBAY.

First Innings.

J. Hart	b Waudby	10
R. O. Cotton, 95th Rt.	b Stephenson	4
N. R. Oliver	b Waudby	18
F. J. Oliphant	c Aitken, b Waudby	13
R. Murray	b Waudby	0
W. F. Knapp	c Waudby, b Aitken	9
A. B. Acworth	b Waudby	17
Capt. Stock	c Waudby	8
W. M. Tennent	b Waudby	0
C. A. Cameron	not out	39
J. W. Lang	b Waudby	16
Byes 1, Leg Byes 7,	Wides 15	33
	Total	157

Second Innings.

J. Hart	b Waudby	5
R. O. Cotton, 95th Rt.	b Stephenson	12
N. R. Oliver	c Waller, b Waudby	9
F. J. Oliphant	c Coddington, b Newill	29
R. Murray	b Waudby	34
W. F. Knapp	b Newill	6
A. B. Acworth	b Newill	2
Capt. Stock	c and b Waudby	28
W. M. Tennent	not out	7
C. A. Cameron	Thrown out by Gibson.	0
J. W. Lang	b Stephenson	36
Byes 4, Leg Bye 5,	Wides 18	27
		195

NORTH vs. SOUTH.

to be played on Sept. 2nd, 3rd, 5th, and 6th.

North.	South.
— Adams.	J. W. Anderson, 83rd. Regt.
A. C. Boevey.	R. O. Cotton, 95th Regt.
H. Cameron.	J. R. Gibson.
J. Drummond.	E. A. Johnson, R.A.
Major Fellowe.	W. F. Knapp.
Capt. Maunder.	N. R. Oliver.
— Melville.	F. J. Oliphant.
J. Pottinger.	R. B. Oliphant.
Major Scott.	K. Stephenson, R.A.
S. J. Waudby.	Capt. Stock.
Capt. Westmacott.	Capt. Waller, 7th R. Fus.

RUGBY, CHELTENHAM AND MARLBOROUGH vs. THE WORLD.

August 1st 1870

THE SCHOOLS.

First Innings.

J. W. Anderson	b Stephenson	8
J. A. Bell	b Robinson	2
J. H. Newill	b Stephenson	1
Capt. Walker	run out	1
Capt. Coddington	b Stephenson	11
E. A. Johnson	b Stephenson	15
C. F. Baugh	run out	7
W. Lee Warner	c Stephenson b Holly	4
E. V. Stevenson	b Holly	0
W. Fletcher	b Holly	2
T. M. Filgate	not out	7
Byes 5, Wides 5		10
	Total	67

Second Innings.

J. W. Anderson	b Robinson	9
J. A. Bell	c Bruce b Robinson	5
J. H. Newill	b Robinson	7
Capt. Walker	c Bruce b Robinson	14
Capt. Coddington	not out	37
E. A. Johnson	c Gibson b Robinson	0
C. F. Baugh	c Holly b Robinson	2
W. Lee Warner	not out	8
T. M. Filgate	c Gibson b Holly	3
Byes 1, and Leg Byes 2,	Wides 3,	6
		93

THE WORLD.

J. Gibson	b Johnson	7
Dr. Robinson	b Johnson	27
K. Stephenson	b Johnson	14
R. Oliphant	c Baugh, b Coddington	1
Captain Plummer	c Filgate, b Coddington	35
L. F. Heath	b Johnson	1
J. Hardtmann	c Baugh, b Coddington	1
Major Bruce	b Johnson	0
G. Gibson	c Baugh, b Johnson	14
E. Holly	b Johnson	16
H. Bond	not out	16
Byes 3, Leg Byes 11		14
	Total	147

ROYAL ARTILLERY vs. POONA.

August 4th and 6th.

ROYAL ARTILLERY.

First Innings.

E. Holley	b Robinson	4
Sergt. Turner	b Dunn	0
Gr. Norvis	c Collis, b Dunn	3
K. Stephenson	c Bell, b Robinson	15
Colonel Aitken	b Dunn	3
E. A. Johnson	b Robinson	1
Capt. Wake	c Bell, b Robinson	12
Sch. Mas. Doherty	b Robinson	0
Capt. Hanbury	b Coddington	0
H. Innit	not out	0
Sergt. Major Crawford	b Robinson	0
Driver Pulfer	b Robinson	15
Byes 2, Leg Byes 1,	Wides 12	15
	Total	61

Second Innings.

E. Holley	c Coddington, b Dunn	1
Sergt. Turner

THE DESERT OF BHAWULPORE.

THE *Gazette of India* publishes some papers on the subject of culturable land in the so-called Desert of Bhawulpore. They include a lengthy report from Mr. J. W. Barns, Superintendent of Canal Irrigation, Bhawulpore State, and one from Major C. E. Minchin, the Political Agent. We append a memorandum summarizing the papers, and a letter from the Government of India to the Punjab Government :—

MEMORANDUM BY LIEUTENANT-COLONEL J. CROFTON, CHIEF ENGINEER, IRRIGATION WORKS, PUNJAB, ON CULTURABLE LAND IN BHAWULPOOR.

The Government of India in No. 347 I, dated 28th September 1869, from the Secretary, Public Works Department, called for information on arable land in the so-called desert in Bhawulpoor territory.

It is submitted with Major Minchin's No. 38, dated 11th May 1870.

From these papers it appears, that the State of Bhawulpoor is divided into three well defined portions, differing in appearance and nature of soil.

1st.—The Khadir or present valley bordering the Sutlej.

2nd.—Bangur or high land.

3rd.—Desert.

The Khadir is bounded on the land side by a ridge of low sand hills, which also forms the edge of the high or Bangur land. The latter is bounded on the south or desert side by a deserted nullah, locally known as the Hukra or Wahmul, which, from the old part of Wullur downwards, is evidently the continuation of the old bed of the Cuggur which was traced down to this point, many years ago, by Colonel John Colvin, then Superintendent of the Western Jumna Canal.

The Khadir land is irrigable from ordinary inundation canals which are being extended as rapidly as the available men and means will admit of.

The Bangur land estimated by Mr. Barns, Superintendent of Irrigation in Bhawulpoor, to cover an area of 9,000 square miles, is about half covered with sand drift; the remainder or about 4,500 square miles, on a rough calculation, is stated to be culturable if artificial irrigation could be supplied to it. From the ordinary inundation canals, however, water can only be economically delivered on this tract in the lower portion, from a point about 36 miles below the city of Bhawulpoor downwards, where the average width does not exceed 10 or 12 miles. This is owing to the elevation of the tract above the Khadir, which at the north-east boundary of the State is upwards of 30 feet, gradually decreasing until at a point some distance below that indicated above. The land on either side of the sand ridge is on the same level.

A cross-section (given on the tracing near the south-west boundary of the State, shows a continuous fall from the river to the old bed of the Cuggur or boundary of the "desert." The main stream of the Indus probably ran in the old bed at this point at some former period of its history.

For the irrigation of the upper and by far the larger portion of the Bangur channels from the proposed dam across the Sutlej near Ferozepoor (now being worked out) or, perhaps, the branches of the Sirhind Canal are probably the only available sources of economical supply. This, however, cannot be decided until the project above alluded to is completely elaborated. A section (sent up with this report) from the Sutlej at a point about 25 miles below Ferozepoor down the old bed alluded to as the Hukra, which appears to be at present silted up nearly to the level of the adjacent lands, show that a channel on this course, carried at a declivity of half a foot in a mile, and taking its supply at the head, at the level of water in the Sutlej on the 23rd May 1869, would not deliver the water on the surface of the Bangur, at a less distance than 60 miles from the head.

Major Minchin expresses his apprehensions of the results of the construction of the Sirhind Canal, and the channels from the dam at Ferozepoor on the volume of the river where the Bhawulpoor inundation canals are taken off, and mentions that he has heard that the level of water in wells along the Ravee has subsided since the opening of the Baree Doab Canal. I have never heard of this myself, but will have enquiries made. In a very dry year such as 1868-69, the level of the springs in lands adjoining the rivers was affected, but that was owing apparently more to the general desiccation of the country than to the exceptionally low state of the rivers.

In order to give reliable proof hereafter of the effect (if any) of the works mentioned on the volume of the Sutlej, I would suggest that the Superintendent of Irrigation in Bhawulpoor, be directed to measure the discharge of the river near the north-east boundary of the State, annually, at the usual periods of opening and closing the inundation canals, or at the commencement and termination of the period during which irrigation is required to bring the crops to maturity, say on the 15th April and 15th or 20th September.

This is now annually done at the heads of the permanent canals, in order to obtain data for the calculation of the supply available for a khureef crop in ordinary years.

The report is, I think, very creditable to Mr. Barns; the map will show that Major Minchin and his subordinates are losing no time in developing the irrigation in the State, so far as their means will allow; and in creasing the water supply in these tracts, means increase of cultivation and population as well as development of trade.

FROM COLONEL J. ANDERSON, R.E., OFFICIATING DEPUTY SECRETARY TO THE GOVERNMENT OF INDIA, TO THE JOINT SECRETARY TO THE GOVERNMENT OF THE PUNJAB, IN THE PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH,—DATED SIMLA, THE 19TH AUGUST 1870.

In reply to your letter No. 24531, dated the 1st ultimo, I am directed to request that the thanks of His Excellency the Governor-General may be communicated to Mr. Barns, for his highly interesting and valuable report on the desert of Bhawulpoor.

2. The Punjab Government, it appears, have arranged to have the discharge of the Sutlej measured annually at the north-east boundary of the State, with the view of ascertaining the effect of the withdrawal of a large body of water for the Sirhind Canal and proposed additional canal from this river near Ferozepoor. I am to suggest that measures may also be taken to register the surface levels of the rivers. It does not follow that any great lowering of the surface would be produced by the abstraction of the greater part of the cold weather supply, and at all events since a rise in the floods of 6 or 8 feet only above the cold weather level has the effect, it is believed, of increasing the volume of water 30 or 40 fold, any possible reduction of the volume is unlikely to lower the surface to such an extent as to produce any injurious influence on the wells in the low lands adjacent to the river.

3. Of course, if the project for a dam across the Sutlej near Ferozepoor is recommended for sanction, care will have to be taken that proper provision for the requirements of the Bhawulpool State should also be made, or, at least, that existing interests in that State will not be liable to sustain injury.

CHARGE OF DEFAMATION.

AT the (Allahabad) Criminal Sessions yesterday (Aug. 29) in the case of the Crown vs. Joseph Lee, the accused (a resident engineer on the Oudh and Rohilcund Railway) was charged on the complaint of Henry Hohné, station master at Allyghur, on the E. I. Railway, with criminal defamation, in that he had informed the complainant's official superior that he (complainant) had, from motives of private malice, chargwi him demurrage on certain goods left at the Allyghur Railway station.

The Advocate-General (Mr. Jardine), on behalf of the Crown, said that he proposed to refrain from offering any evidence in this case, as he considered the charge could not be sustained. The complainant, Mr. Hohné, had desired him to say that he was willing to withdraw from the prosecution, and in justice to him it should be mentioned that he did so upon representations which had been made to him that he could better clear his character by a civil action than by a criminal prosecution in which the defendant could not give evidence on his own behalf. He (the Advocate-General) and Mr. Leach, the pleader for complainant, had both given this advice, and Mr. Hohné had acted upon it, being as he said, unwilling to take an unfair advantage of the accused Mr. Lee.

Mr. Ingram, barrister-at-law, for the accused, said that the prisoner had been put to great inconvenience by a most unnecessary prosecution, and expressed a hope that the Court would indicate its opinion of the case.

The officiating Chief Justice said that the learned Government Advocate had very properly abstained from pressing the case, and without expressing any opinion on its merits, it seemed to him, upon the depositions, that the case should not have been committed for trial at all. Indeed, he should probably have quashed the commitment under the powers conferred by the Charter but that he felt it was fairer to the prisoner that he should be acquitted fully rather than that the charge should be left hanging over him and preventing him from seeking his remedy by civil action if so advised. His Lordship then directed the Jury to find a verdict of *not guilty*, and informed the prisoner that it was to be taken to be an honourable acquittal.

William Henry Wheeler was also yesterday convicted of being drunk while employed as a guard on the Delhi Railway. The jury recommended him to mercy on account of ill health, and he was sentenced to a fine of Rs. 50, or in default to one month's imprisonment.—*Pioneer.*

MISS FLORENCE NIGHTINGALE ON THE RELIEF OF THE WOUNDED.

At the meeting held in London on the 4th August in connection with the Society for the Aid of the Sick and Wounded in time of War (the Duke of Manchester in the chair), Sir Harry Verney read the following letter:—

"August 2, 1870 (Anniversary of Sidney Herbert's Death, nine years ago).

"My dear Sir Harry Verney,—In answer to your twice-urged inquiry respecting the society forming for help to the sick and wounded in this awful war (may God's best blessing go with it as must the sympathies of all who have a heart in their bodies), what strikes me is this—

"This lamentable, this deadly war, has found us without any organisation wherewith to proceed at once to the assistance of our suffering brothers and sisters across the Channel.

"There is, nevertheless, an organisation in existence, having branches among other places in Berlin and Paris. There is, I believe, a common code of regulations pointing out the kind of supplies which ought to be sent to the field hospitals, together with the steps to be taken to ensure their neutralisation and distribution. Had we in this country proceeded with the same activity as has been shown by both sides in this war, we should not now be calling meetings to inquire what ought to be done, and where the funds ought to come from.

"We have no practical knowledge of how to go about the work ourselves, but we can assist those who are engaged in it. I would venture to suggest (if this has not been done already, which probably it has) that an active business committee be at once formed. Funds must of course, in the first instance, be obtained, and while this preliminary and most necessary work is being done the proposed committee should communicate with the branch organisations in Paris and Berlin, and obtain from them the requisite information (if not yet obtained) as to the kind of supplies they require and most want, and that these be made up, according to the patterns, with as little delay as possible, and placed at the disposal of the branch organisations in the two capital cities, to be by them distributed according to the necessities of the hospitals on both sides at the seat of war.

"If supplies, in kind, are sent from this country to the seat of war, it would be necessary to obtain the authorisation until they arrived at their destinations. Persons in charge of them would probably need safe conducts.

"If the two (French or German) branch organisations require only money, the whole work would be simplified by sending money only, and allowing the respective branches to expend it.

"I need hardly suggest, because Englishmen will always see fair play done, that the most rigid impartiality should be observed in the division of funds. There will probably be a demand for efficient nurses, both men and women, and in this probability I would venture to say from my own experience, that any who undertake such work must not be sentimental enthusiasts, but downright lovers of hard work. If there is any work which is simple, stern reality, it is that of waiting on the sick and wounded after a battle, serving in war hospitals, attending to and managing the thousand and one hard, dry, practical details which, nevertheless, mainly determine the question as to whether your sick and wounded should live or die. If there is any nonsense in people's ideas of what hospital nursery is, one day of real duty will root it out. But are they capable of one day of real duty? There are things to be done and things to be seen which at once separate the true metal from the tinkling brass, both among men and women. And then comes long, patient, unremitting, ceaseless toil, anxiety and responsibility for those who can bear it. Let persons who may wish to serve in this work examine well their own motives and fitness. I feel compelled to say this because we have no organisation and no nurses or other agents. But to those who can in any degree estimate the true greatness of the work, and would wish to join in it, I would say let them offer themselves. Let the committee keep a register of such, when satisfied as far as they can be of fitness; and such can then be sent out, under arrangements made with the local organisations, to where they are most wanted. If I could rise from my bed of illness so as to be of any use, I should before now have been off to wherever the authorities would accept my services as most needed. But I am not the better than me who will be able and willing to go under this awful emergency which has come over Europe. Those who are bone of our bone and flesh of our flesh, our brothers and our fellow Christians (Oh, that I should have to say it), are met face to face in the deadliest struggle of our time, armed with every instrument of destruction which the latest science has placed in human hands. Can we stand idly by, or take a sentimental part either on one side or the other, in the face of all this suffering? Ought we not rather to think only of one thing—the suffering, incalculably greater than anything that our eyes have seen or our ears heard, or that it has entered into our imagination to conceive? And when we think of the peasants, taken from their harvesting to fight; the whole organisation of labour broken up; the women and children starving and helpless, we see the misery of war doubled and trebled tenfold by want and scarcity, ought we not to go to the relief of such suffering on whichever side, in whichever race we find it, wherever we are allowed to go to it? I have put down, because you asked me, the very most elementary considerations—certain that these and a great many others and much further steps will have been taken by the able and earnest men who I rejoice to see form the committee of it. May God bless them!—Pray believe me ever your affectionate,

(Signed) "FLORENCE NIGHTINGALE."

A THIRSTY ARMY.

METZ, JULY 30.

IT is known, on the authority of Captain Tobias Shandy, that the great Duke of Marlborough's army "swore terribly in Flanders;" and if any other characteristic beyond that of being heroically brave can be attached to the French force at present massed on the North-Eastern frontier, it must be certainly that of doing its best to drink the sea dry, or, in default of the ocean, to drain the Meurthe and the Moselle, the Saar and the Rhine, to the last drop of their moisture. You have heard a good deal, and have suffered somewhat at home from the drought of 1870, but you should come to Nancy or Metz, to Strasburg or to Thionville, to see how far it is possible for the earth to become parched, and for flowing fountains—not always of water—to be dried up as though by magic, but by human instead of solar agency. I have seen a good many armies of different nationalities in the field; but, a thirstier army than this I never beheld, and shall probably never behold again. The American soldiers in 1863-4 were "death on whisky" when they could get it; but when the beloved stimulant could no longer be smuggled into camp in tin cases disguised as Testaments, they turned their quids and remained adry; for the Transatlantic warrior was, as a rule, averse to water, either outwardly or inwardly exhibited. "Dere's nix to drink in dis countrie," cried Hans Breitmann in a rage, when he started on that famous expedition which ended in his drinking lager beer from his boots; but Hans and his bold bummers were doomed to long intervals of unslaked thirst. Both the French and the Italian armies in the campaign of 1859 were enabled to dispense with much drinking through the merciful invention of that ineffably nauseous cigar called the Cavour, which, although, from its apparently component parts of three of salt to one of assafœtida, might prove a provocative to thirst, makes the smoker so sick that he does not want to drink or to eat anything for long time afterwards, thus realising the case of the economical man who boasted that he could live on one sou a week. Every Sunday I dined with a friend who gave him so bountiful a repast that it took him three days to digest it. On Thursday he bought three pennyworth of tripe, which made him horribly ill until Saturday, but enabled him to come up to his next Sunday banquet quite fresh and smiling. The legions of the Emperor Napoleon the Little were fed on such paltry subterfuges. *Lorraine* is not Flanders; but, if it were, that sweetly simple inscription which so cheers the British tourist when he first arrives at Ostend, "Hier verkoopt man drink," might be stuck up on every telegraph post and every tree trunk between Nancy and Forbach. This is the Elysium of "Bier und Brunk," and Bacco in Toscana has here a rival in Mars *en goguettes*. The land is not precisely one flowing with milk and honey; and, indeed, an exclusively mellifluous and lactiferous region might prove, in the end, disagreeably chalky and sticky. The province seems to yield an amazingly prodigious quantity of beer and of kirsch-wasser, without any distinguishing names, but palatable enough. Any possible deficiencies in the liquid commissariate are supplemented by seemingly inexhaustible supplies of Bordeaux and Burgundy and of brandy, the latter the prettiest in colour and the most abominable in flavour it is possible to conceive. Rivers of Amazonian volume of eau de Seltz are likewise flowing; and as a consummation, the district is renowned for its kirschwasser, a liqueur closely resembling the whisky so eagerly patronised by her Majesty's forces in the dominion of Canada, and which is known indifferently by the endearing epithets of "white Jack" and "fixed bayonets." The Lorraine kirsch is highly impregnated with prussic acid, so that we are quite certain that it is made from the black cherry, imported for the purpose from the Black Forest; and the presence of Scheele's preparation in the *petit verre* has a soothing and perhaps not wholly immoral effect. The army seems to be drinking itself sober and all night long, and towards the small hours the spectacle of a staggering grenadier—preposterously ludicrous by the way, in his huge swaying muff cap—or of a reeling Zouave is by no means uncommon; but the good conduct of the soldiers, notwithstanding their apparently incessant potations, continues to be exemplary and phenomenal. They take an immense quantity of liquor, but it does not appear to do them much harm; and among the reasons for this may be that the weather is very hot, and that what they drink is generally largely diluted with water, and so passes off in perspiration; next, that they have a great amount of *exercice* or fatigue duty to go through every day; and last, that they are regularly, frequently, and succulently fed. Including his morning coffee, with which he has always a crust and frequently a dram, the French soldier gets four meals a day. For the vast masses of animal food and biscuit served out to the British and American soldier he would not care, but he likes nice things, and excellent care is taken that the cook of his company shall be able to prepare nice things for the dinner and the *ordinaire*. He has plenty of vegetables, plenty of savoury nourishing soup, and he makes the most of every ounce of meat served out by the Intendance. Just cast one glance at the knapsack of a French soldier on the march, and you will be able to judge of the importance which is attached by authority to the affairs of the *cuisine*. The man is absolutely hung with pots and pans; but the cooking utensils are all light and compact, and do not seem in the slightest degree irksome to the man who has to carry them. To complete the comfort of his inner man, the French soldier, although the liquor he buys at the cabaret may be more or less sophisticated, is sure of being supplied with good wine to drink by the commissariat. I assisted yesterday, *en amateur*, at quite a solemn ceremony in the *degustation* or official tasting of sundry hogsheads of wine, which a regiment of infantry were about to take with them to the front. The ceremony took place in the barrack yard, in the presence of sundry coopers, a strong staff of employés of the Intendance, and a committee of taste composed of officers of the regiment. The gimlets were applied, the ruby liquor flowed, and glasses were filled, and lifted to the nose, eyes, and mouth in approved London Docks fashion. Seldom, in the last case, did they come down empty. The captains tasted on behalf of their companies; the *chefs de bataillon* tasted on behalf of the collective battalions; and the *gros major* "degusted" to a most edifying extent *as amicus curiæ* at large. Finally the colonel was sent for—stout and rey, and most French colonels are, with a rubicund nose and a moist and merry eye. He passed several casks with sips and nods of satisfaction; but one hogshead, after an ominous gargle and a wag of the chin, he pitilessly rejected, as unfit for the consumption of his heroes. It was a wine, he said, *pour faire danser des chèvres*—good enough to make goats dance, but not soldiers. I believe that in the English army it is customary for the captain of the day to make a show of tasting the insipid broth we give our soldiers; but I cannot imagine an English committee of taste on Private Brown's beer. Regimental committees of taste have quite enough to do with regulating the number of *entrees* they require at their own aristocratic mess, and solving the vexed question whether Veuve Clicquot is superior to dry Sillery.—*Daily Telegraph.*

THE "MARSEILLAISE."

ONE day in the last week of April, 1792, a certain dinner party was given by the Mayor of Strasburg, Monsieur de Dietrich. The Great War, which was to last three-and-twenty years, and to cost the world millions of men and hundreds of millions of money, had been proclaimed a few days before. All hearts in France were beating with hope or anger, as they are beating now, and the talk at this eventful banquet was all of war and politics, as it may be now. "Where," it was asked, "is a Tyrtæus who will give words to the enthusiasm of the people?" Their Tyrtæus was among them—a young officer of engineers, thirty-two years of age, called Rouget de l'Isle, musician and poet, as well as soldier. At the Mediterranean, resolutely inspired to the work of great triumphs, but its former influence will be gone; and, with new associations and new memories, it will no more serve for the shouts of Red-capped Republicans and the war battle of maddened students firing from the barricades of Paris.

The very words are out of date. What do these lines mean now?

Que veut cette horde d'esclaves,
De traitres, de Rois conjurés!

There is only one king now against France, there are no more slaves and no traitors—as yet. In the revival of the song we see its death, for though music will not die the poet will be gone out of it, and it will henceforth rest on another basis than its old one of Liberty, Equality, and Fraternity. For the soldiers of the new army of the Rhine to sing this song is as if an old litany of a suppressed and glorious worship were revived to be sung before a new idol. The "Marseillaise" can never be the song of Imperialism. The Tyrtæus of that party is yet to seek.—*Daily News.*

ITALY.

FLORENCE THE BEAUTIFUL, lying in the enchanting Val d'Arno, nestling amongst the flowers, while the "purple Apennines" stand round guarding her soft beauty, is she not the fitting image of some lovely lady who troubles herself in this work-a-day world no more than the lilies of the field, whose vocation it is simply to look lovely, to please and be pleased? She is garlanded with flowers, crowned with them, decked out with living jewels. Passing through her flowery suburbs, the eye lingers on the outline of the largest dome in the world—itself the dome of St. Maria dei Fiore.

I do not for an instant mean to disparage the arts and industries of Florence—this city was the Athens of Campanile pointsto heaven and where the gates of the Baptistry of St. John might be "gates of Paradise;" still less would I ignore the *history* of a town where certainly, at one time, every citizen was a politician—the town of the Medici, birthplace of Dante, and whose streets were trodden by Savonarola. But it is always my habit on first visiting a city to take, if possible, from some eminence a bird's-eye view, than wander amongst its street and squares, and mark what manner of spirit it is of—not what the people are about, or what spirit possesses *them*, but only of what the outward aspect of the place itself is, to my imagination, the embodiment.

Naples contrasts while harmonizing with Florence. Pleasure reigns supreme on the Chiaja, among the orange groves, in the whole bay over which Vesuvius stands sentinel; but here there is a tragical issue for which the Tuscan capital is too bright; here our lovely lady, reclining on the shore of the tideless sea, is somewhat enervated by her devotion to pleasure: she indulges in a luxury of idleness. Heaven knows, the Neapolitans are energetic enough! exhaustingly so. Their harsh, *Oie, oie*, hurts the ears attuned to the musical *lingua Toscana in bocca Romana*. It is not of the Neapolitans, however, that I am speaking, but of Naples. Naples, as I have seen her from the orange gardens of Sorrento—a fair, sleepy city; a lazy column of smoke ascending from Vesuvius; lazy white sails seeming scarcely to move as they float over the bay; Ischia and Procida in the distance, and especially over the lazzaroni lying on the shore—*molto macaroni* and very little to do for it, being with them a fixed principle of life.

Apropos of macaroni, I once heard of a schoolroom manual of geography which professed, after describing various countries, to give a description of their inhabitants also. Under the head of "Manners and Customs," the characteristics of the people of Italy were thus summed up: "The Italians *eat macaroni and are revengeful!*"

All beauty is melancholy, and Genoa is beautiful exceedingly. To me she represents the poetry of decay. Even through the sleep, dream-like effect of marble palaces whose glory is departed—the figures of white-veiled women flit. There is a mysterious gloom over the city, as though she herself were also veiled; the harbour is crowded with shipping, through which our little boat with difficulty finds it way to the open water beyond; the sun is setting, but one wonderful rock has gathered all the sunset colours to itself, and stands strangely glowing against the sky. Above the town are hills, stern and rocky: they seem to throw the shadow of a past grief upon the place, and to whisper of trouble yet to come: the sea, answering, murmurs of sorrow also.

The melancholy of Siena, on the other hand, is purely religious. I speak of "my" Siena, not knowing what that of other people may resemble. In mine, the sad rain falls; it is Holy Friday, and the cathedral, inlaid with black marble outside, is hung inside with black also, draped in black. The wondrous pavement, unique in its gray tints upon pure white, harmonizes with all else to-day; there is no sound but that of the falling rain and the hushed tread of footsteps as the worshippers throng to kiss the great crucifix lying now prone before the altar. The streets are as sombre and silent as the church; in them also there is no sound but the falling rain and the tread of passing feet moving through all the town towards the crucifix. The chief characteristic of the Sienese school of art is deep religious feeling; and the spirit of "my" Siena is religious sorrow: it is as though it were always Holy Friday there, or as though nowhere else could that day be fitly kept.

Ferrara is regret. Grass grows in her broad streets; her palaces are ruins; her once miles of wall enclose now only a dwindled population; the people shrink together, crowd towards the centre of the city, and are but thinly scattered on the outskirts. Tasso's *gran donna del Po* is deserted by her many lovers; fondly she laments her princes of the house of Este. The present is nothing to her; her life is in the past. . . .

The perfection of leisure is in a gondola at Venice. How can one be hurried at Venice? In the golden evening air, the gay crowd loiters in the Piazza San Marco; people sit idly outside *the* café—world-famed Florian's; the pigeons of St. Mark flutter fearless about our feet; in the streets is heard that indescribable rush and tramp of feet, the sound unbroken by roll of wheel or tread of horses; the gondola glides softly through the canals. It is all full of leisure, dream-like, unreal; the world is forgotten. We—being at Venice—pause in the stir of life, float on the waters of our fate, even as our gondola floats on those of the Grand Canal; we wait, lingering on the Rialto, or the Bridge of Sighs, and there is no hurry anywhere. Time enough to work when we are once more in the world; here, in the "Dream City," there is leisure. I have said, too, that it is spring; the clouds, scudding across the actually present English sky, vanish; for at Venice in spring the sky is clear and undoubted. The canals are clear, too, and fresh, for the storms of winter have agitated and purified them; flowers bloom in the balconies, and there are, as yet, no mosquitoes.

As I arrive at this conclusion, I fancy that I can hear once more the far from brilliant remark so often uttered by a friend who once floated through the canals with me. He could not get over the unwonted silence of the streets, the hushed sound of footsteps in them; at each turn his head was protruded from the gondola, he never wearied of exclaiming—"Not a carriage to be seen! Upon my word, not a carriage to be seen!" The novelty never ceased for him. We were there a fortnight, but he said it every day.—*Once a Week.*

THE BATTLE-FIELDS OF THE RHINE.*

"WAR," it has been said, "is the pastime of Kings," and, infrequent as may be their opportunities for this amusement, royal and princely personages have not as yet ceased to study the art of war. To be a French ruler and no warrior would have been impossible for any length of time until lately, and even now a Constitutional Government has not been able to prevent "the great nation" from plunging madly into a desperate struggle. Napoleon III. has written more than one warlike treatise, and we find now the Duc de Chartres, not the least admirable of the Princes of the house of Orleans, seeking the favour of the French public by recalling to their memories the great deeds done by their forefathers in the valley of that river which France has so often gained and lost. His subject has been well chosen. It is true that the possession of the Rhine valley gives an immense military preponderance to the power fortunate enough to hold it, but it must be like possession of both banks. We do not believe that the transference of the French frontier to the Rhine would attually increase the power of France. It might do so relatively, because it would decrease the power of Prussia. The Duc de Chartres tells us that when Rome, not contented with the Empire of the Mediterranean, resolutely aspired to that of the world, she took possession of the Rhine and, when she lost it, commenced to decline. We fancy we have heard that Rome weakened herself by the inordinate extension of her subject territories, for it is only in the youth of a nation that it can bear to be perpetually at war.

Without pretending to write a military history, or even to place in chronological order the scenes which he describes, the Duc de Chartres gives a series of lively sketches of battles that have occurred near the Rhine from its source to its mouth. His simple plan has been to select from the many instances of offensive and defensive strategy some principal examples, and to treat them broadly, not exhaustively.

The political arrangements of Europe supply a system by which the Rhine may be divided into four parts.

There is, first, the great arc of a circle or angle described by the river from its source to Basle, enveloping part of Switzerland, where many important positions were once and again hotly contested, but which is safe now, it is to be hoped, from the ravages of war, for Switzerland is happily neutral, and for the present, at any rate, there seems no temptation for any power to violate her neutrality. The right of this position are the mountains of the Black Forest.

The second division is that part of the stream which, turning sharply northwards at Basle, forms the frontier of France, winding round the western boundary of the Black Forest, and enclosing its mountains in the angle formed with the first-named portion. Here the little plains opposite—Huningen, Brisach, and Kehl—were the scenes of many a French advance into Germany. Two celebrated campaigns, 1675 and 1796, give interest to the environs of Kehl.

Then there is, thirdly, the exclusively German portion of the river, rich in memories of glorious deeds, and containing in its valley some of the most important fortresses of Europe. This is the Rhine that the French sigh for, and the Germans swear to cling to as their most precious possession. Rastadt and Phillipsburg strengthen its right bank, Landau and Germersheim its left, until it turns westward in a calm, unmeaning sort of (which more hereafter), and hurries onwards with deepening waters through fields and vineyards once guarded by castles, past Ehrenbreitstein, Cologne, and Dusseldorf, where, and at Neuwied and Bacharach, it has oftenest been crossed by French armies.

The fourth portion of the river, from Basle to the confluence of the Lauter, is richer in warlike incident, and more important in the year of grace 1870. The armies of France have often broken out over this frontier. Frequently also has the bosom been crossed by her enemies, but, as it pleases the author to forget the latter circumstance, we will not notice the invasions from this side.

Four engagements are described to illustrate this classical ground—Friedlingen, Fribourg, Sassbach, Kehl.

In the days of Louis XIV. Catinat commanded the French army of the Rhine, A.D., 1702. His Royal master desired to help the Elector of Bavaria, but the Prince of Baden lay between them, guarding the passage of the Rhine and the defiles of the Black Forest. Catinat distrusted his ability to force the passage and remained on the defensive about Strasburg. Fortunately, he did not care to "spoil" his soldiers by fighting. But he had under his command a man of genius, who burned to rescue the army from its inactivity. Our own Nelson set his blind eye to the telescope when told that his admiral had signalled retreat. Villars, with an equally noble disregard of forms in the face of realities, wrote to Chamillart as follows:—

"Elles (les troupes) ont oublié la guerre pendant la guerre même. La valeur y est toujours, mais l'application, la discipline, savoir se roidir contre les peines et les difficultés, une attention pour les marches, se bien poster dans les quartiers, ne savoir point tout ce qui s'appelle esprit de gens de guerre leur manque hors de courage."

He declared himself ready to lead a force over the river, and the King gave him leave to try. He chose Huningen as his point, because the French held already some works on the great island, which was not then, as it is now, united to the right bank. But the Prince of Baden occupied an intrenched camp almost opposite, at Friedlingen, with 25,000 men, while the force detached under Villars numbered only 18,000. The French leader made a feint of crossing at Neuenburg, four leagues below Huningen, drew the Prince from his position, and then, turning back, crossed suddenly at Huningen. The Prince of Baden returned also, and ranged his army partly in the old lines, partly in the village of Tillengen. A portion of his infantry occupied the wooded heights between the Rhine and the little River Wiese, which falls into the Rhine close to Huningen. Villars sent his foot soldiers along the Wiese, and then drove them against the heights. French intelligence helped them to beat the South Germans out of the woods, but French volatility nearly lost the day. Some one cried, "*Nous sommes coupés,*" and a panic following, the hardly won hills were abandoned. Villars strove to re-assure them, but found the task difficult, and the day might have gone against him but for the brilliant cavalry charge of M. de Marsac, who turned to a rout the advance of a body of the enemy superior in numbers by one-third. The battle was gained, though the retreat of the infantry prevented the capture of many prisoners. The soldiers saluted Villars as "Maréchal de France," and the King confirmed their election. Among the honours heaped upon him the one that pleased him most was the letter of the Princess de Conti. "I would compliment you," wrote the lady, "on the reward which the King has just given you if you could feel any other pleasure than that of having deserved it."

Following the Rhine downwards we come to Fribourg or Freiburg, where Condé and Turenne in 1644 drove Mercy from a strong position by a combination of clever manœuvring and sublime audacity. The result of the battle opened the Black Forest to the French armies.

In the zone of which Kehl is the centre so many brilliant campaigns have been begun and battles fought that it is difficult to choose among them. The Duc de Chartres selects the campaign of Turenne in 1675, and that of Moreau in 1796. The first was in an epoch when war was a profession in which more than any other great names and great wealth were to be made; when the generals were the foremost men of their time, and the soldiers passed their whole lives in fighting. The second occurred when the ragged recruits of the Republic had been brought into shape by a series of victories and defeats, and when the French people had but lately discovered that the worst use they could put a defeated general to was to behead him. Vast changes had been made in tactics, the old wars of sieges and long manœuvring were almost obsolete, yet the great principles of strategy remain the same always, and we find almost repeated by Moreau and his Republicans the same manœuvres as were executed by the marshals of "The King."

In 1675 Turenne was at the summit of his fame. During the previous four years he had held the frontier of France against all comers, though they were generally superior to him in force. He had led his troops to the Rhine and sprung back to the Vosges, always on the alert to check a dangerous foe. He had made his soldiers and they loved him. He was now called to meet the Count de Montecuculli, the Fabius of the 17th century. The infantry forces were about equal, 12,000men on either side, but Montecuculli had 14,000 horsemen, Turenne only 10,000.

After many a manœuvre, played like a game of chess, Turenne succeeded in taking the offensive, and determined to drive his foe out of the country. The Imperialists faced him, occupying Upper Sassbach, while Turenne held the woods about Lower Sassbach. The artillery fire had opened on both sides, when the baggage of the Imperialists was seen filing off towards the mountains in rear of their army. "I have them," cried Turenne; "they shall escape me no more." He seated himself under a tree, sending an old soldier aloft to watch and report the movements of the enemy. Presently St. Hilaire sent messenger after messenger to beg for his presence, first to observe a movement of the enemy and then to inspect the position of some guns. As they stood talking together an Austrian ball carried away the arm of St. Hilaire and struck Turenne to the heart. His horse carried him back to the tree, where he fell into the arms of his staff. When Montecuculli heard of his fate afterwards he exclaimed, "A man is dead who was an honour to mankind."

In 1675 Turenne began the campaign on the defensive, but showed how a skilful General can change defence into attack. In 1796 Moreau was from the first the assailant. Directing a feint to be made upon the Austrian camp at Manheim, so as to attract the bulk of their forces in that direction, he threw his army across opposite Kehl, though a strong resistance was made during some days. Saint Cyr cleared the hills of the enemy, while Desaix descended the right bank of the Rhine. By the 5th of July (the passage of the river had been commenced at midnight of the 23rd of June) the Austrians were drawn back to the right bank of the Murg. Then was to be seen the usual position of affairs on such occasions. The French were divided into two armies, one in the plains, the other among the hills. Their adversary exactly faced them. Below, Moreau only just succeeded in holding his own. Above, Saint Cyr found the Austrians posted in a strong camp, and, profiting by the ignorance of their position he sent small detachments against them, succeeding the bulk of his forces. In vain the Austrians contented themselves with simply repulsing the weak foe. Patient still, Saint Cyr tried the same manœuvre a second and a third time. The enemy became rasher on each occasion, and when Saint Cyr, for this fourth attempt, detached a larger force than usual he found them back, and could not refrain from pursuing them. Saint Cyr had much ado to prevent the retreating French men from rallying too soon. The Austrians followed till they found themselves charged by the columns of Lecourbe and Vandamme, which charged them at the point of the bayonet. The enemy made a precipitate retreat, and the victory in the hills decided the question of the plains. Later in this campaign Moreau and Jourdan pursued routes which led them wider apart—not by their own wish, however. The Archduke Charles seized the passes and being himself suddenly upon Jourdan and beat him completely. Then Moreau executed his celebrated retreat. Without any chance of communicating with his country, he marched for 47 days surrounded by enemies, and debouched at last on the Rhine through the Val d'Enfer. After some days he was forced to cross the river. In the end he crossed the Rhine again, near Kehl, in front of the enemy, and was followed up his successes when the preliminaries of peace signed at Leoben checked his career, and the peace of Campo-Formio put an end to all operations for the time.

All these great chiefs, Villars, Conde, Turenne, Moreau, were obliged to work on narrow plains, hemmed in between the mountains and the river. But the time had come when roads have been made, and a new element introduced into all strategical calculations. The General who knows how to use railways may eclipse the glories of all the commanders who have gone before him.

We have now arrived at the third division of the Rhine, from the confluence of the Lauter to the frontier of Holland. It is more interesting than any of the others from a military point of view, for it is surrounded by great plains favourable to the movements of troops. It has been crossed or occupied frequently and at all seasons by French or German armies. It is not surprising, then, that we find here, both on the river itself and in the surrounding country, numerous fortresses, some of them the strongest in Europe. Once France's nearest and most powerful rival was Austria, when she united to the sceptre of the empire the sovereignty of the Low Countries. Now she has to dread a united Germany. Against all her frontiers this one is the most open to attack, being unprotected by natural obstacles. For this reason the France of Louis XIV. established a network of fortresses designed by Vauban; some of them are now obsolete, others are kept in a state of preparation which renders a surprise hardly more than German hands since 1815. Four principal rivers cross the district—the Escaut, the Sambre, the Meuse, and the Mosello—rivers the names of which recall those of the republican armies, which, fighting for their country and to spread their ideas of liberty, were brought to such a high pitch of discipline as to become afterwards perfect instruments ready to the hand of a despotic emperor. The sovereigns of Baden and of Rhenish Bavaria used to be as often the allies of France as her enemies; now they are arrayed against her in conformity with the secret treaty, made as if in mockery, at the engagement of the treaty of Prague. Hesse Darmstadt goes with the other German states, and at last, after the confluence of the Main, the Rhine becomes completely Prussian, and includes the great and important fortresses of Mayence, Coblentz, with Ehrenbreitstein and Cologne.

Time and space would fail us were we even to enumerate the invasions that have been made and the battles that have been fought in this district. If all that we hear be true their historical interest will soon pale before equally important and more modern engagements, for into this debatable territory the French armies are now crossing. We would rather employ whatever time remains to us in describing what the Duc de Chartrés has to say specially about Mayence.

In spite of all the changes in the art of war, Mayence preserves to this day an importance at least equal to that which it had in the time of Drusus or Gustavus Adolphus. It is a great fortified camp, well provisioned, and containing a citadel as a rallying point for its garrison. But it is not as a fortress that Mayence should be considered, but rather as a fortified centre of roads, rivers, and railways. A large army posted in it, is ready to march in any one of three directions—either out of the angle formed by the left bank of the Rhine or that formed between the right bank of the Rhine and the Main, or, finally, anywhere along the right bank of both rivers. Similarly, an army can advance against Mayence from any of these three directions, but to invest it as a besieged fortress should be invested necessitates the division of an army into three parts, separated by the Rhine and the Main.

Our author says that a volume might be filled by recollections of all the blockades and sieges of Mayence. He confines himself to a brief sketch of the part played by it during the wars of the Revolution. Mayence yielded to Custine, but not by the will of the commandant, in 1792. The officer refused to give up the place. A few demonstrations of artillery were made against it, and a second summons sent to the burgomaster. It was one of the first great successes of the republic, and produced a great effect. Some days afterwards, when the French soldiers, dirty, ragged, hungry, and ill-shod, marched into Frankfort as conquerors of that Imperial city, the astonishment of Europe was at its height. Custine should have taken advantage of the effect produced and pushed his conquests, but he loitered and gave time for a great Prussian army to assemble near Coblentz on the right bank of the river. He was unable to resist, and gave up the line of the river, leaving only a garr